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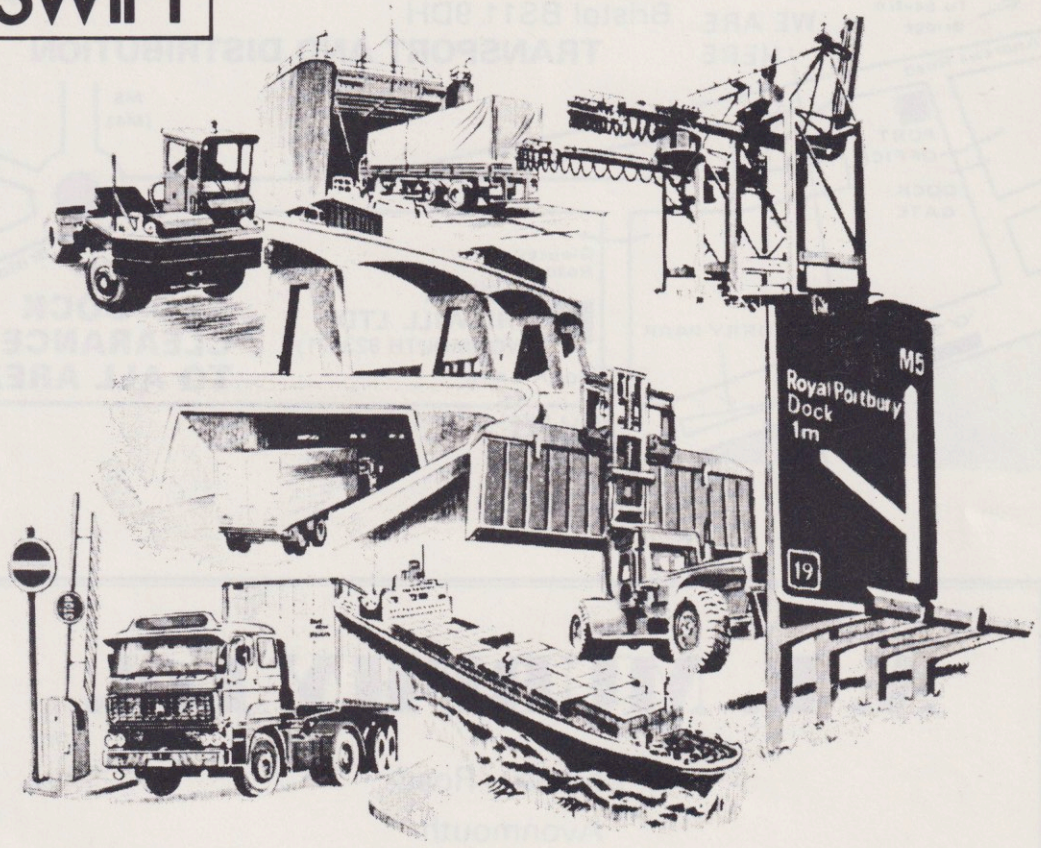

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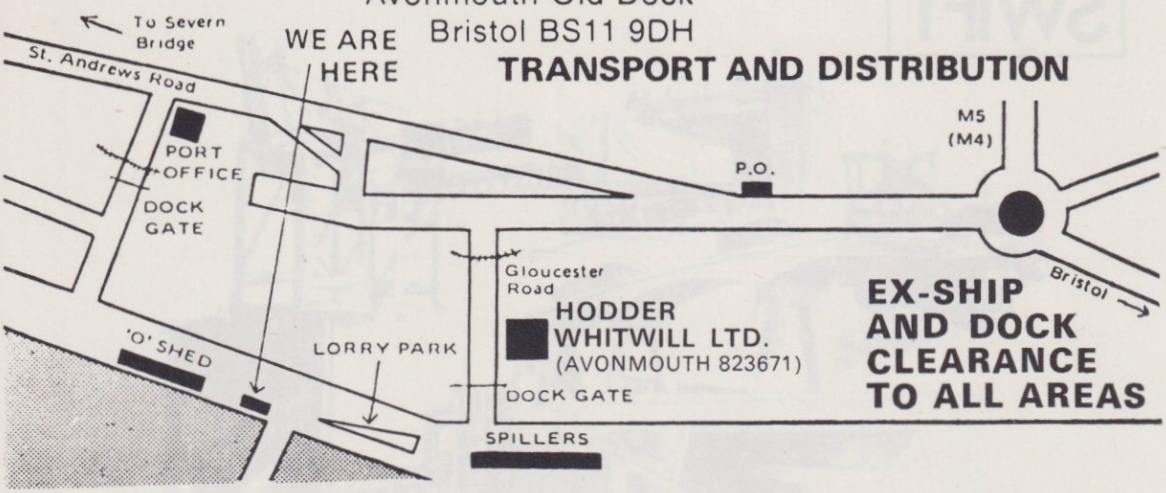

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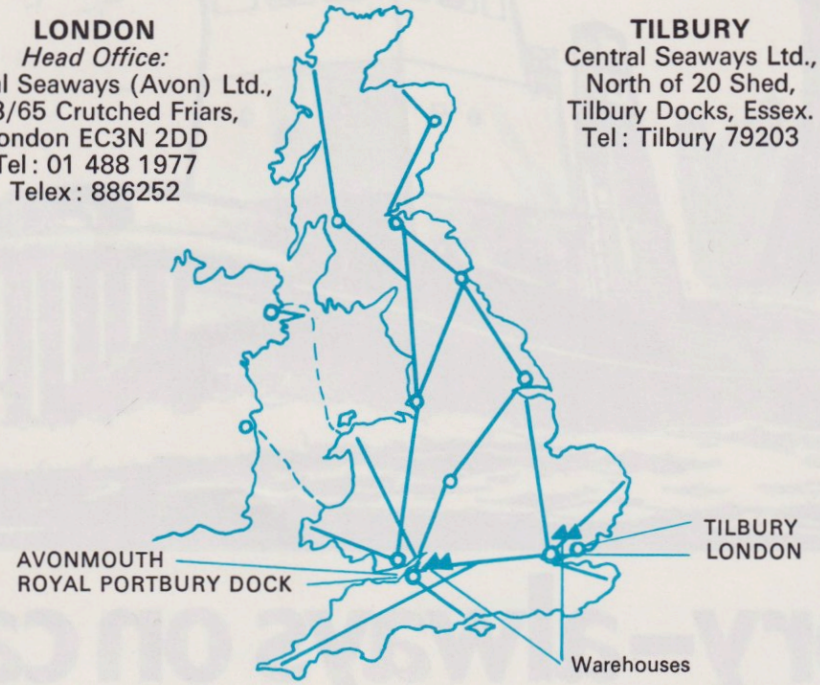

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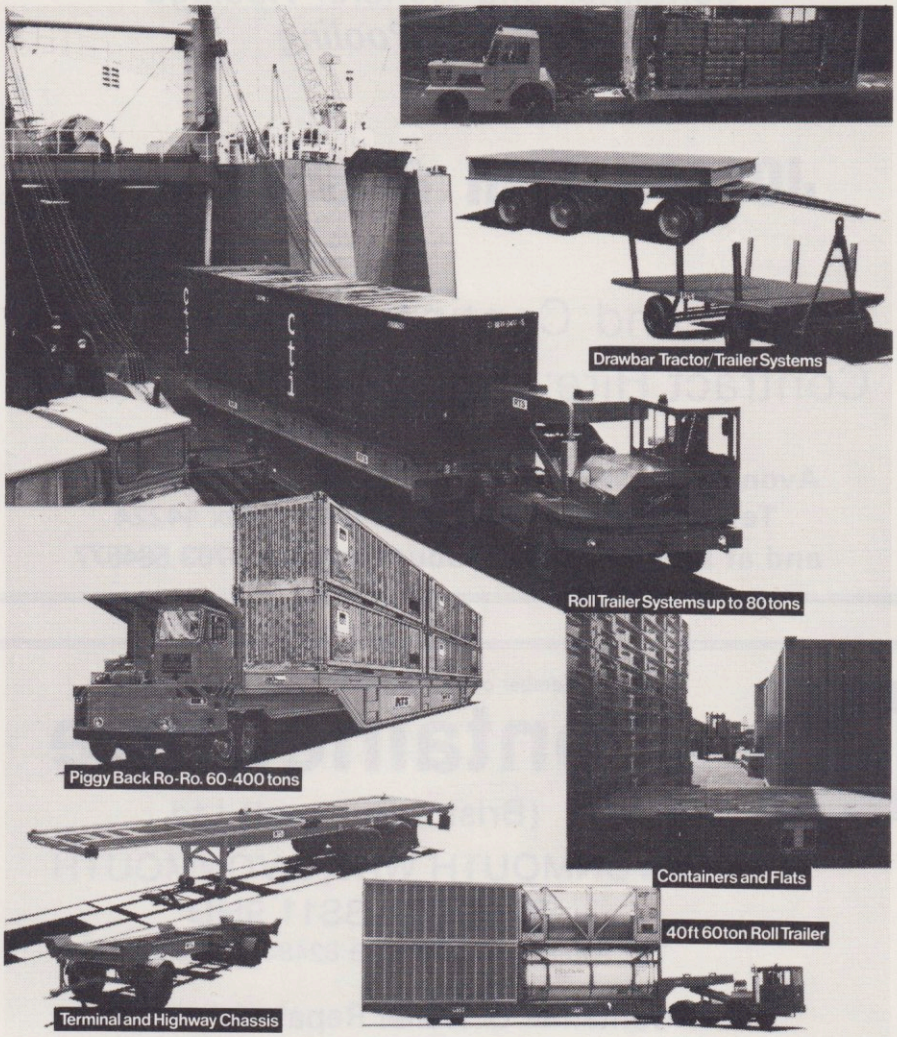
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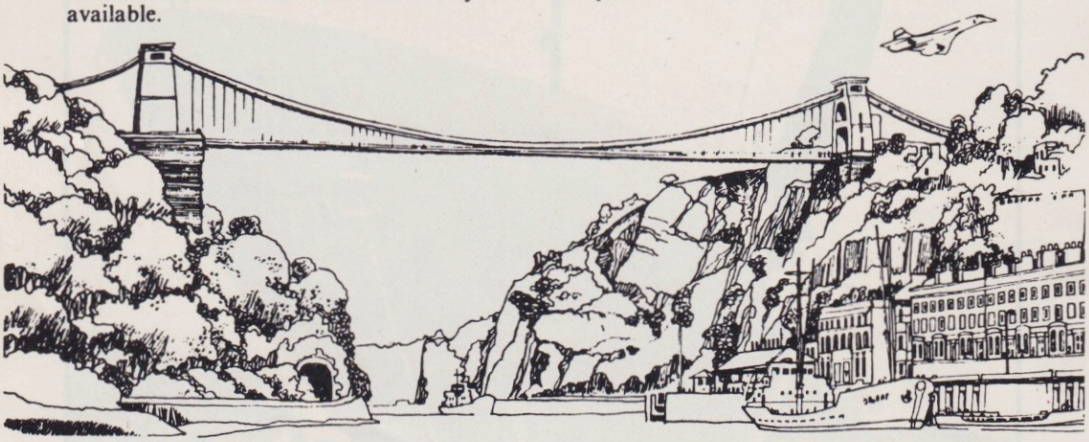

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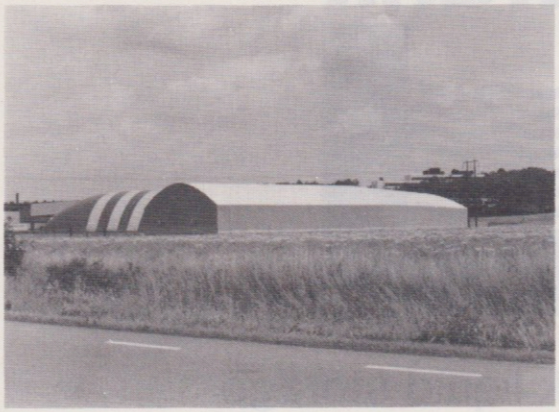

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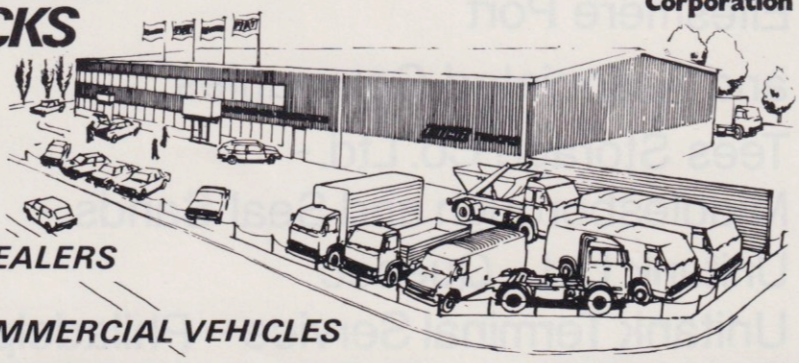

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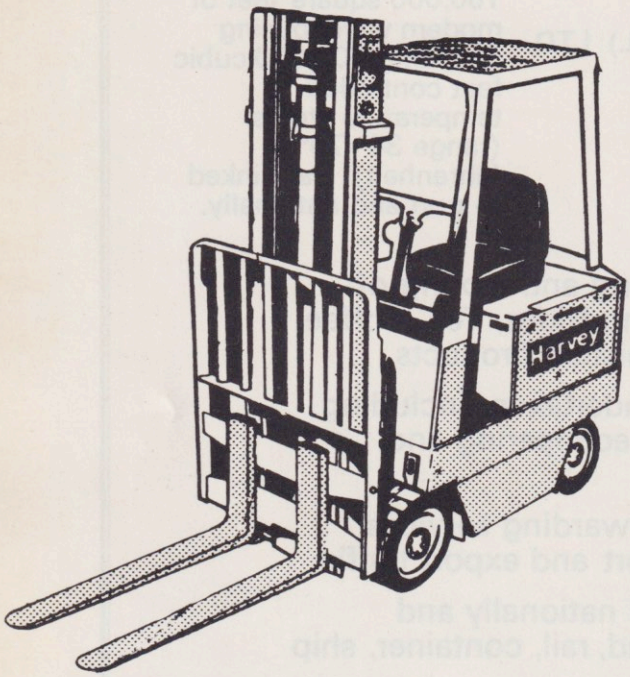

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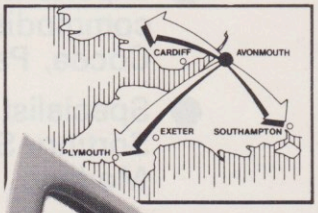

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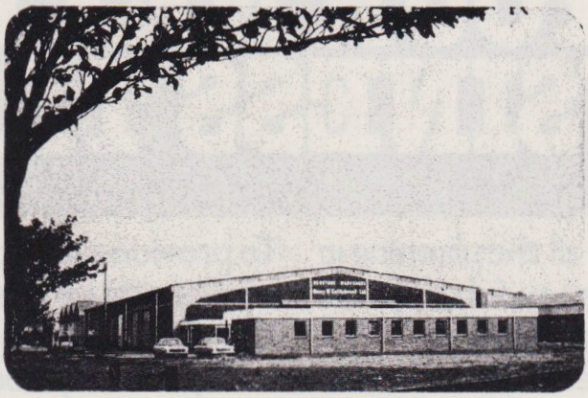

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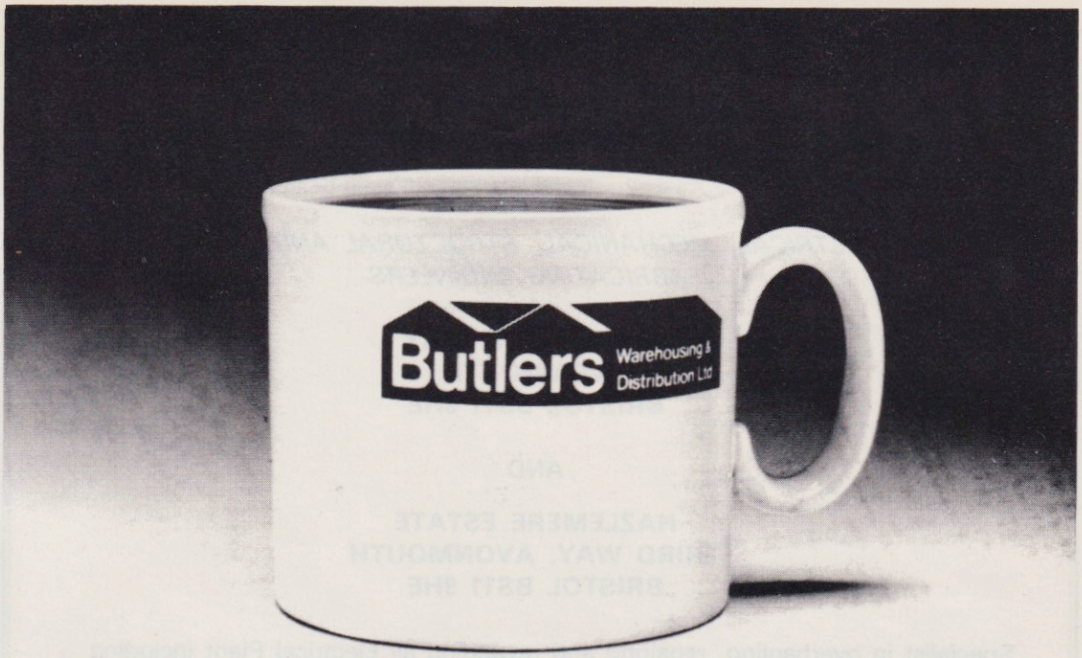

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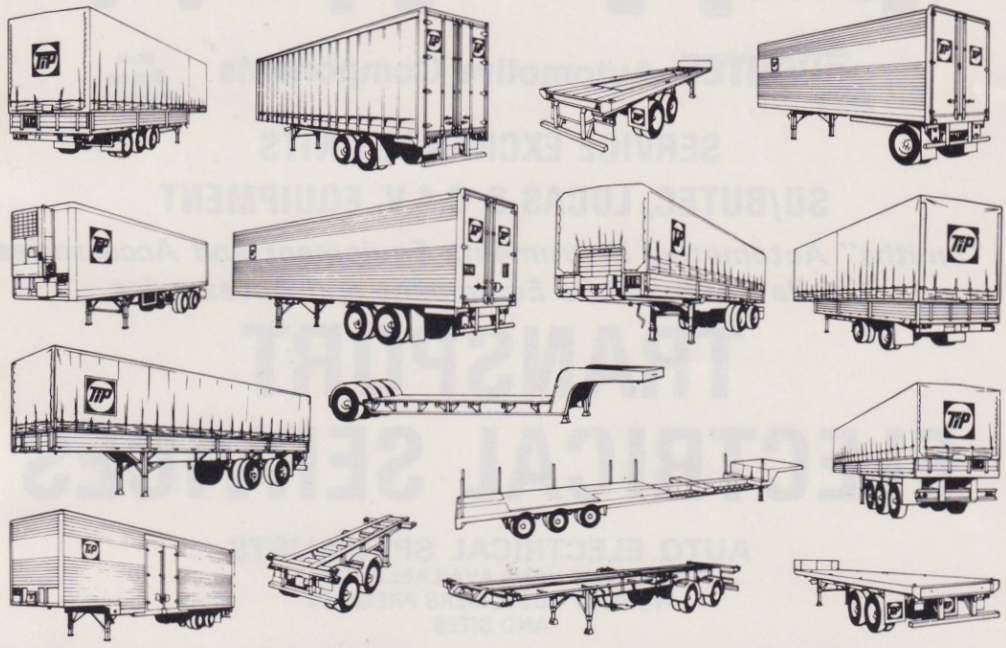

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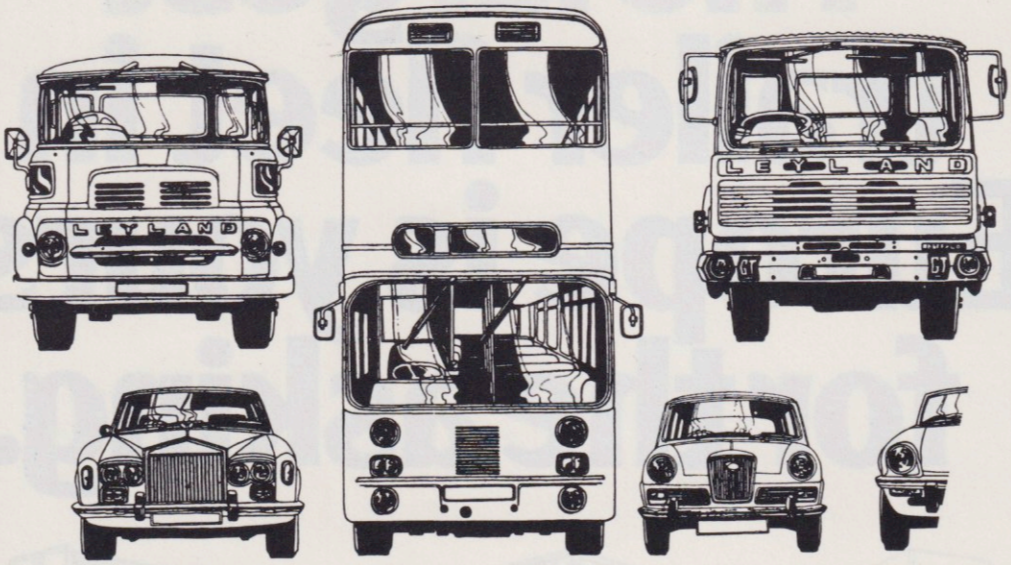

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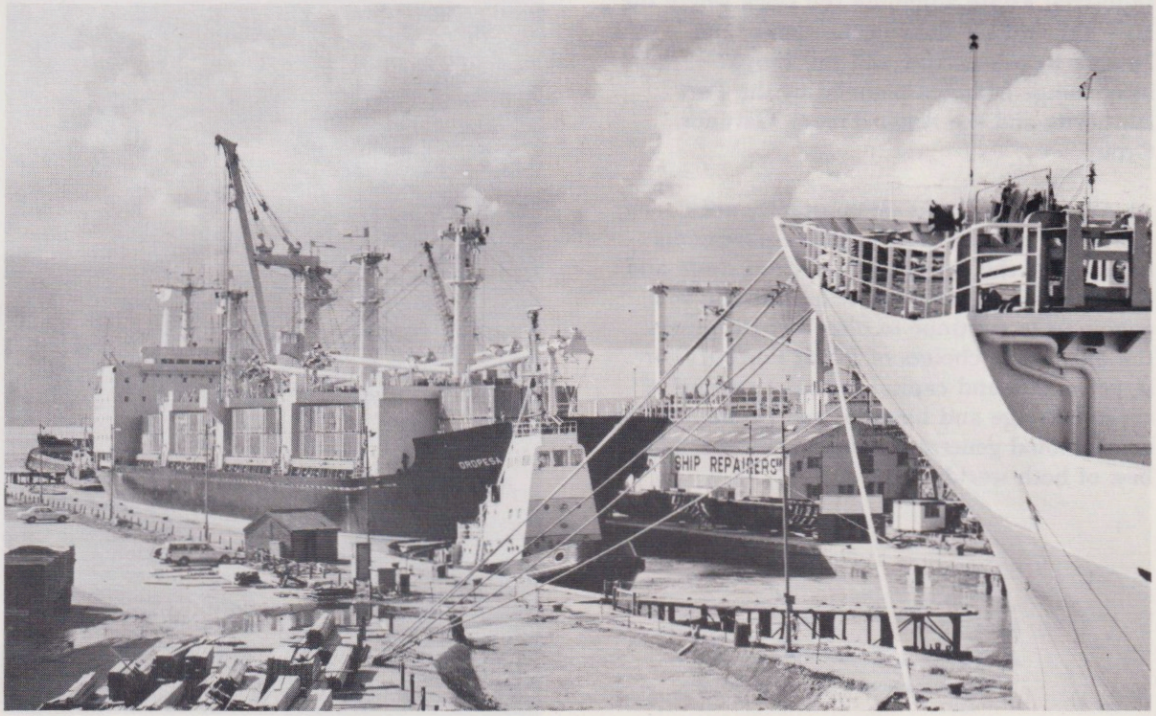
The Port of Bristol

This publication, issued in February each year, is distributed free of charge to shipowners, importers, exporters, and agents whose business is concerned with the carriage of goods by sea.
Its function is to provide up-to-date information regarding the extensive facilities and services offered by the Port of Bristol, in order that past, present and potential users of this modern port may be fully aware of the economic advantages available to them.

The information given in this handbook has been prepared with the greatest care, but the Port of Bristol Authority and the Publishers do not accept liability for any errors or omissions.

Published and Printed for the Port of Bristol Authority by City of Bristol Printing and Stationery Department. Design: Elton Advertising Ltd.

Pacific Steam Navigation's m.v. Oropesa *in the R.E. entrance lock*

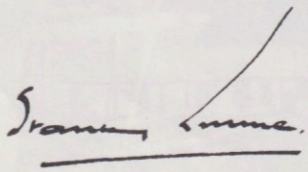


One can regard 1980 as either the last year of one decade or the first year of the next but, whichever view prevails, there can be little doubt that the 1980's will see change and problems for U.K. Ports.

In facing up to these challenges, the Port of Bristol enjoys certain advantages denied to many of our competitors, not least of which is that we are an expanding rather than a contracting Port.

At Royal Portbury Dock, the most recently constructed new Port facility in the country, the ultra-modern services of the Forest Product Terminal and the Unit Load Terminal are already available whilst four additional deep-water berths capable of accepting 70,000 ton vessels await development to meet the users' particular requirements. Industrial sites also can be provided in the Royal Portbury Industrial Estate adjoining the Dock where the 1980's should see the construction of the 78-acre Regional road and rail freight interchange complex planned by the Port Authority and the Anglo-French Garonor Group.

At Avonmouth Docks we constantly are adapting facilities to meet the requirements imposed by the changing pattern of trade and this flexibility of approach and attitude will enable us to continue to offer our customers the alternative choices of Royal Portbury for larger vessels and capital intensive systems of cargo carriage and handling or Avonmouth for conventional general and bulk cargoes—"the best of both worlds".



One problem certain to be faced in the next decade will be that of availability and price of fuel oil, in which connection the Port of Bristol's unique situation in relation to the U.K. Motorway network will be of immeasurable advantage to our customers. With the proposed introduction in the U.K. of the E.E.C. Regulations controlling road transport drivers' hours of work and travel distance, using Bristol will ensure that road vehicles will be able to cover the maximum mileage in the permitted number of hours with resultant benefits in terms of through transport time and cost.

In common with all Ports we face the uncertainties of the future with some qualms but also with confidence that we will succeed.

STANLEY TURNER, General Manager

Handbook 1980

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Port of Bristol Authority

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Councillor W. W. Jenkins, M.A., J.P.

Vice-Chairman
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PRINCIPAL OFFICERS

General Manager
Stanley Turner

Deputy General Manager
G. A. Pike

DEPARTMENTS

Finance and Administration

Accountant: M. J. Sperring
Secretary: J. Osborn-Clarke
Research and Development Officer: A. Mills
Computer Manager: A. Lindsay

Marketing

Commercial Manager: M. J. Clark

Engineers

Chief Engineer: R. G. Baker
Deputy Chief Engineer: N. Ahmad
Supplies Officer: R. G. Chapman

Traffic

Chief Docks Manager: D. H. Taylor
Docks Manager (Avonmouth and Portishead): P. G. Jones
Assistant Docks Manager (Avonmouth and Portishead): R. E. P. Sharp
Operations Manager (Grain): D. J. Hinam
Operations Manager (Gordano Quay, Royal Portbury Dock): J. E. Churches

Nautical

Haven Master: Capt. R. A. Gibbons
Dock Master: Capt. K. Moxon
Principal Hydrographic Surveyor: Lt. Cdr. E. M. Bradley, R.N.

Personnel

Personnel Manager: J. C. Sullivan

General

Chief Police Officer: R. Exley
Publicity Officer: J. Corin

Port Addresses

ROYAL EDWARD, AVONMOUTH AND PORTISHEAD DOCKS
The Port Office, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ
Telephone No. Avonmouth 823681 (STD Code 0272)
Telex No. 44240

HAVEN MASTER'S OFFICE AVONMOUTH DOCKS
Telephone Nos.
Haven Master, Avonmouth 823681 (STD Code 0272)
Pilotage, Avonmouth 822354 (STD Code 0272)

ROYAL PORTBURY DOCK
Gordano Quay, Royal Portbury Dock, Portbury, Bristol BS20 9XF
Telephone No. Avonmouth 823681 (STD Code 0272)
Telex No. 449811

Enquiries on all matters relative to trade and shipping will be welcomed. They should be addressed to THE GENERAL MANAGER, PORT OF BRISTOL AUTHORITY, ST. ANDREW'S ROAD, AVONMOUTH BS11 9DQ or, if more convenient, to either of the representatives resident in London and Birmingham.

LONDON OFFICE
33 Eastcheap, London EC3M 1DT
Telephone No. London 626 0322/3 (STD Code 01)
Representative: J. A. Griffiths.

BIRMINGHAM AND DISTRICT
110 Welford Road, Shirley, Solihull, West Midlands B90 3HT
Telephone No. Birmingham 744 4324 (STD Code 021)
Representative: D. C. Owen.

All editorial communications should be addressed to the Port of Bristol Authority, Port Office, St. Andrew's Road Avonmouth, Bristol BS11 9DQ

Ownership and Control

The City Council of Bristol are the owners of the entire Dock system of the Port, comprising the Avonmouth, Portishead, and Royal Portbury Docks. They also are the Conservators of the Port and the Local Lighthouse Authority. The administration is vested in a committee of the Council acting under the title of 'The Port of Bristol Authority'.

'An area bounded by an imaginary line commencing at Wharf Point (latitude 51° 29′ 58″ north—longitude 2° 43′ 00″ west) and from thence drawn in a south-westerly direction along the line of mean high-water springs to the triangulation point near Ladye Point in the district of Woodspring in the County of Avon thence straight in a south-westerly direction to Sand Point (latitude 51° 23′ 16″ north—longitude 2° 58′ 48″ west) thence straight in a south-westerly direction to the point off Brean Down at which latitude 51° 20′ 00″ north intersects longitude 3° 03′ 13″ west thence straight in a direction just north of west to the south-eastern extremity of Steep Holme (latitude 51° 20′ 16″ north—longitude 3° 06′ 09″ west) thence in a westerly direction along the line of mean high-water springs to the western extremity of Steep Holme (latitude 51° 20′ 22″ north—longitude 3° 06′ 52″ west) thence straight in a north-easterly direction to the point at which latitude 51° 23′ 29″ north intersects longitude 3° 03′ 34″ west thence in a straight line in a north-easterly direction to the point at which latitude 51° 26′ 21″ north intersects longitude 2° 59′ 30″ west thence due north along the meridian of 2° 59′ 30″ west to the point at which it is intersected by latitude 51° 27′ 10″ north thence straight in a north-easterly direction to the Beacon on Denny Island (latitude 51° 31′ 30″ north—longitude 2° 46′ 46″ west) thence straight in a north-easterly direction to the point on the coast of the County of Avon at which the level of mean high-water springs is intersected by latitude 51° 33′ 00″ north and thence in a south-westerly direction along the line of mean high-water springs to Wharf Point hereinbefore described together with—

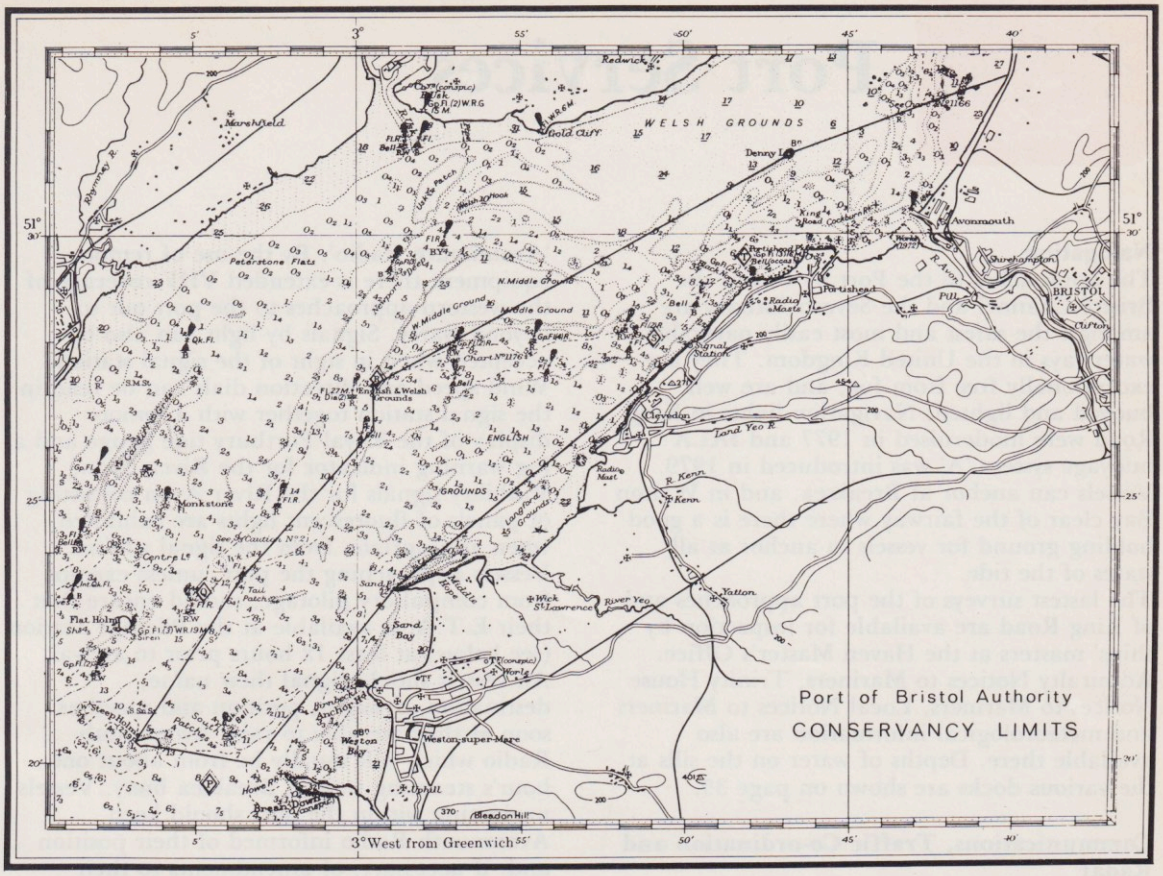
(a) so much of the River Avon up to Hanham Mills as is not comprised within the said area and all other rivers or parts of rivers, harbours, canals, pills and creeks which at the coming into operation of this Order were or are for the time being within the City which are not so comprised;

(b) the banks of the River Avon from its mouth up to Hanham Mills and the banks of all pills and creeks communicating directly with the said river together with a space of five yards in width on each of the banks thereof immediately above the level of mean high-water springs;

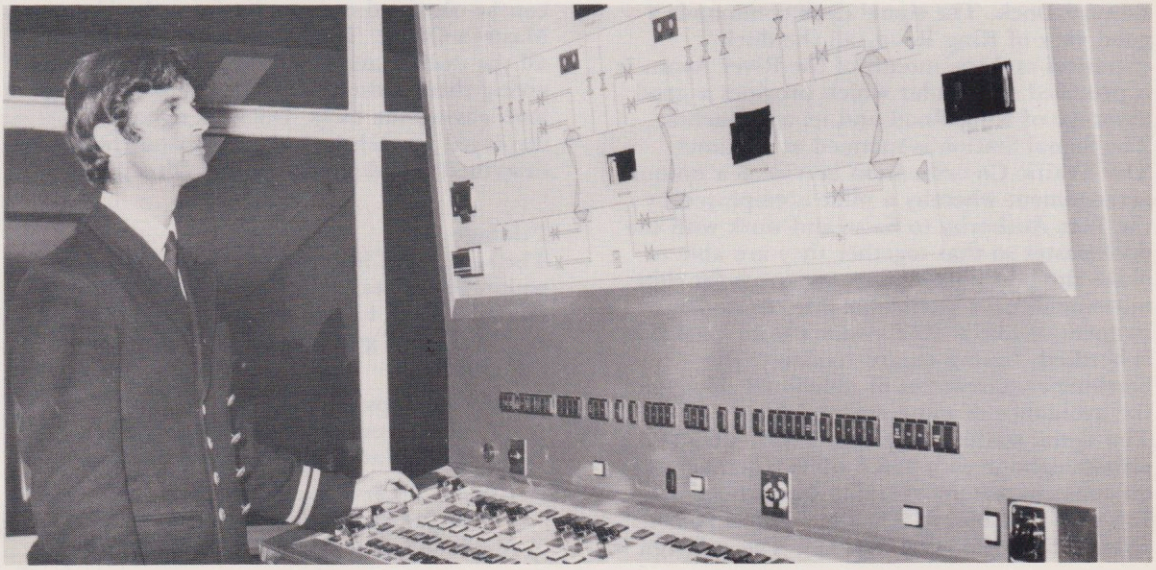
(c) the Portishead Docks of the City Council and all docks and locks which at the coming into operation of this Order were or are for the time being within the City or abutting on any said part of the said area.'

Note: The City Docks are no longer used for commercial traffic and are now under the direct control of the City Council's, Land and Administration Committee. The Port act as agents, solely responsible for marine affairs.

The Port's conservancy limits. Produced from portion(s) of B.A. Chart No. 1179 with the sanction of the Controller, H.M. Stationery Office and of the Hydrographer of the Navy



Dockmasters control panel at the Royal Portbury entrance lock



Port Services

Navigation
The approaches to the Port by way of the Bristol Channel and the Severn Estuary are amongst the safest and most easily navigable waterways in the United Kingdom. They are exceptionally free from fog, and are well buoyed and lighted: Navigation lights in King Road were modernised in 1977 and IALA buoyage system 'A' was introduced in 1979. Vessels can anchor at Breaksea, and in Walton Bay clear of the fairway where there is a good holding ground for vessels to anchor at all states of the tide.
The lastest surveys of the port approaches and of King Road are available for inspection by ships' masters at the Haven Master's Office. Admiralty Notices to Mariners, Trinity House Notices to Mariners, Local Notices to Mariners and meteorological information are also available there. Depths of water on the sills at the various docks are shown on page 35.

Communications, Traffic Co-ordination and Radar
Avonmouth Signal Station is a square, red brick building, about 10 metres high, situated on the South Pier at the entrance to the Royal Edward Dock. The signal deck commands a good view of King Road, all the dock entrances and the mouth of the River Avon. It is provided with radar which provides a good coverage of King Road and its approaches. The Signal Station is manned at all times.
The Traffic Co-ordination Service is a unique arrangement whereby a pilot is employed by the Port Authority to liaise and work with the dockmaster so that together they are able to make the best possible arrangements for ship movements on a particular tide, from the moment of initial R/T contact until each ship is berthed, having regard to safety, the berthing requirements of individual ships and the avoidance of unnecessary delays.
The signal station is equipped with VHF (FM) radiotelephone with 156.8 MHz (Channel 16) on constant watch. Working frequencies are 156.6 MHz (Channel 12) and, on low power only, 156.7 MHz (Channel 14). The call sign is 'Avonmouth Radio'. By the use of remote equipment there is extended VHF coverage of the western approaches to the port out to beyond Barry. Signals by light can also be accepted when in sight of the signal station. Wind speed and direction dials can be read in the signal station together with a remote display of the Royal Portbury tide gauge and a fog warning indicator for the River Avon. Visibility signals for the River Avon consisting of panels of fluorescent lights are exhibited, when appropriate, from the signal station. Vessels approaching the port, unless exempt from compulsory pilotage, should ensure that their E.T.A. is available at the Pilotage Station (see below) at least 12 hours prior to arrival. All vessels should signal their name, destination, draught, position and speed as soon as they are able to raise Avonmouth Radio which will usually be from about one hour's steaming west of Breaksea buoy. Vessels navigating within the port should keep Avonmouth Radio informed of their position and, if necessary, of amendments to their E.T.A. The detailed requirements are contained in Admiralty navigational publications and local Notices to Mariners, or can be obtained on enquiry from the Haven Master's Office. The Dockmasters on duty at all the docks have VHF (FM) radiotelephones giving them a direct link with ships entering and leaving the locks. Docking signals are displayed at each lock entrance and these are described in Admiralty Sailing Directions.

Pilotage
The services of licensed pilots are available within the pilotage district which extends eastward from Lundy Island.
At the time of going to press Pilotage was compulsory:

(i) For ships carrying one or more passengers eastward of a line drawn from Nash Point to Hurlstone Point.

(ii) For other ships (other than exempted ships) eastward of a line from Walton Bay Signal Station to Gold Cliff Point.

Ships not carrying passengers claim exemption from compulsory pilotage after two months' continuous trading on the U.K. and Eire coast by providing the appropriate details to the Haven Master's office.
Changes in local pilotage legislation would:

(a) Provide for a wider use of pilotage certificates.
(b) Provide for a single compulsory pilotage boundary which would be served from the Breaksea Pilotage station (see below) instead of the two lines in (i) and (ii) above.

The Breaksea Pilotage Station is to the northward of 51° 18′ north and extends between lines drawn on true bearing of South from Breaksea Point, and on true bearing of South from Sully Island. A pilot boat service ('The Eastern Station') operating in King Road and Walton Bay is expected to be withdrawn shortly. At the time of going to press E.T.A's are required at least 12 hours prior to arrival at the pilot station. Arrangements can also be made to board and clear licensed pilots at Ilfracombe, when they are required in that part of the district, given 24 hours' notice. Rates and particulars in regard to Channel Pilotage may be obtained from the Haven Master, Avonmouth Docks, who is also responsible for Pilotage administration.

Towage
Rates for towage to and from the Avonmouth, Portishead and Royal Portbury Docks, and within these systems, are according to published tariff or more generally by contract with the tugowners, namely C. J. King and Sons (Tugs) Ltd., and Cory Ship Towage Ltd. Tugs of up to 40 tons bollard pull are available.

Lighterage
Lighterage operations are maintained by three firms of barge owners, namely— T. R. Brown & Sons Ltd., F. A. Ashmead & Son Ltd., and Benjamin Perry & Sons Ltd.

Boatmen and Hobblers
The operation of mooring a vessel in the entrance lock or at a berth is undertaken by boatmen and hobblers who are employed by Pill Hobblers Ltd., but who are licensed by the Authority.

Light Dues
For foreign trading vessels seven light dues payments on United Kingdom calls are required from any one ship in any one year commencing at the 1st April. The dues are calculated on the Net Registered Tonnage of the vessel plus any deck cargo.

Berthing
At the Royal Edward Dock over 30 Berths are available for most types of vessels from deep-sea liners to coasters.
The Authority's berthing system is flexible but conforms to a broad pattern. Preferential berths provide a long-term base for some shipowners. The berths, complete with cargo shed are rented on an annual agreement, the Authority retaining the right to use the berth for other vessels.
Appropriated berths or preferential berths play a large part in the berthing system of the Avonmouth 'Old Dock'. 'N' Berth and related quay accommodation are leased on a long-term agreement with the Bristol Seaway Limited. Also in the 'Old Dock' certain firms have established waterside granaries and milling premises on land leased from the Authority and grain in bulk destined for these firms can be discharged into silo direct ex-ship. However Nos. 1 and 2 Berths are available for development by existing or prospective customers.
Royal Portbury Dock provides six berths for vessels of 70,000 d.w.t. with Nos. 1 and 2 Berths, Gordano Quay, equipped to handle a range of forest products and ro-ro/lo-lo cargoes. For further details see pages 64 – 67.
The majority of Berths in the Docks systems are provided for general use being backed by extensive shed and warehouse accommodation and modern cranage.

Dry Docking—See Page 59.

Docks Police
The Port Authority operates an independent police force under the control of its Chief Police Officer, Mr. R. Exley. The establishment consists of a chief police officer, 2 chief inspectors, 2 inspectors, 10 sergeants and 60 constables, covering Avonmouth and Royal Portbury Docks.

Bunkering
Excellent facilities exist for bunkering vessels with fuel oil which is taken in at the Oil Basin, Royal Edward Dock, or from privately-owned bunkering craft which pump fuel oil aboard whilst discharging and loading are proceeding. At Royal Portbury Dock bunkering is accomplished from craft or road tankers.

Water
Fresh-water hydrants are installed at all the principal berths in the three docks.

Ship to Shore Telephones
The Ship to Shore Telephone service is operated by the G.P.O. Telephone Department and any application for these services should be made directly to The Telephone Manager, Telephone House, Queen Charlotte Street, Bristol 1.

Cargo Handling

Direct ex-ship delivery
A distinctive feature of cargo working at the Port is the facility afforded for direct ex-ship delivery of a wide range of commodities to road, rail and waterway transport.

Royal Edward Dock
There are 3,755 m. (12,320 ft.) of operational quay including the self-contained oil basin containing 8 berths, 4 of which are equipped with common user pipe-line systems. The facilities are used for handling imports, exports or bunkers.

Many of the berths in the Royal Edward Dock have been redeveloped. During 1972 the old 'Q' and 'S' sheds were replaced by a 305 m. x 50 m. warehouse. This forms an excellent terminal suitable for any general cargo trade and incorporates two of the best berths in the Port.
Currently, redevelopment of the adjacent 'R' berth is taking place at a cost of £700,000. This development includes the provision of a 4,885 sq. m. shed similar in design to the new 'S' shed and when completed, in June of this year, will give the Port three completely modernised berths with a total of 443 m. of continuous quay wall, 20,135 sq. m. of shed accommodation and over 6 acres of hard-standing. Sheds 'O' and 'P' are two-storey general cargo sheds. Both sheds were reconstructed in 1969. 'O' is the principal berth for the discharge of refrigerated cargoes. The shed is linked with the Authority's Cold Stores by an overhead escalator gallery while the Port Transit Cold Store is situated just behind 'O' shed.

A major scheme for the renewal and improvement of grain discharging plant was completed in 1972 and included the installation of 2 x 250-tonne per hour capacity shore suction elevators to supplement the existing 4 x 200-tonne shore elevators. Grain can be discharged by travelling shore plants at two berths along a 457 m. (1,500 ft.) length of quay. North of 'P' is an open berth, then No. 3 Granary berth equipped with a coaster or barge redelivery point at the southern end. In the autumn of 1978 this facility was considerably strengthened by the addition of further plant to handle increasing export cargoes (see page 40). Granary No. 3 is located immediately behind the quay apron. Continuing up the east side of the Eastern Arm, 'U' berth is also linked to the granary system by conveyors.

The berths that front the east side of the Eastern Arm range from 'X', an open berth used for direct imports or exports, to 'W', 'V' and 'U' which are equipped with multi-storey sheds—the ground floors being used for transit cargo and the upper floors for warehousing. Extensive warehousing space is also available throughout the dock, varying from single-storey to multi-storey accommodation.

The west side of the Eastern Arm, known as West Wharf has five berths and is primarily used for the discharge of bulk and general cargo for direct delivery and cargoes requiring open storage. WW5 at the North end is served by three 12½-tonne Kangaroo grabbing cranes and provides the terminal for phosphate and ore cargoes for the Commonwealth Smelting Ltd. and Fisons Ltd. The berth is linked direct to these companies' factories by an overhead conveyor. Fisons Ltd. is also linked to the docks by a pipeline connection which carries liquid anhydrous ammonia from the Oil basin to their 30,000-tonne capacity storage tanks.

The south end of the West Wharf is equipped with a £130,000 freight container compound, specifically designed to cater for the increasing number of containers carried by conventional vessels. Equipped with a Hyster 28-tonne (62,000 lb.) capacity fork-lift truck and a number of 12 m. (40 ft.) Mafi trailers, the compound can hold up to 200 containers at any one time. Generally this part of West Wharf is laid out as an open storage area for unitised packaged cargoes.

Discharging fresh carrots direct to road transport

The T.F.L. Prosperity *discharging at Royal Portbury Dock*

Facilities for roll-on/roll-of ships with stern ramps have been provided at this end of West Wharf. The end of the West Wharf facing the swinging basin provides a roll-on/roll-off facility. This berth, known as the North Wall, is 121 m. (400 ft.) long and is also used for working heavy lifts, loading bulk exports by conveyor and for the discharge of bulk liquids to road tankers. In addition, there are two other berths with facilities to handle roll-on/roll-off traffic by means of cut-outs in the quay wall forming ramps. Use of these berths is conditional on the hinge height and ramp dimensions of vessels.

Depth of water alongside varies throughout the dock from 9.7 m. to 11.0 m.

Avonmouth (Old) Dock

Previously almost wholly given over to tenants engaged in milling and compounding processes, part of this dock and the surrounding area is now ready for limited redevelopment as a result of the changing pattern of trade in these industries. Because of the past appropriation of the majority of available quay wall, cranage for the handling of general cargo is restricted to two berths. The dock is entered by the Junction Cut which links the dock with the Royal Edward Dock. For dimensions see page 35. Depth of water alongside varies throughout the dock from 7.6 m. to 8.5 m. (25 ft. to 28 ft.). Parallel to and at the east end of the southern quay wall is a jetty with two dolphins set in line. The total distance from the root of the jetty is 158 m. (520 ft.) to the furthermost dolphin and a molasses pipeline is carried over the jetty to adjacent tankage. This jetty can also be used as a repair berth when required and other bulk liquids can be discharged here.

Still on the south side, running east beyond the root of the jetty, is 'N' Berth which is equipped with two 30-tonne cranes. These are gantry cranes and handle containers, Lancashire Flats and other unit loads and work in conjunction with each other with a common overlap area. There are also a 25-tonne derrick and 3-tonne jib crane which can be used. This berth is appropriated to Bristol Seaway Ltd. On the north side of the dock are two mill berths and one open berth and 'L' Berth with a two-storey shed. These two berths are the only common user general cargo berths in the Avonmouth (Old) Dock. The area of the shed is 8,000 square m. (9,573 square yards) and the berth is equipped with four 5-tonne and one 3-tonne cranes.

Cargo Handling

Warehousing
Extensive space for the warehousing of all kinds of cargo is available at Avonmouth in the form of single-storey and multi-storey accommodation. Apart from specialist accommodation in the form of granaries, cold stores, etc. (see pages 40, 44, 45), general cargo can be held for long- or short-term storage in warehouses with a combined area totalling some 73,000 m^2. In addition, dry-bonded facilities are available at 'C' Bond. Normal warehousing services are available to users in all the Authority's warehouses which are situated close to the discharging berths. General warehousing facilities for other than dock-originated traffic can be arranged, depending on available space.

Portishead Dock
This Dock is now given over to tenants' traffic with the berths on the north side catering for cargoes of oil for the Central Electricity Generating Board's adjacent power station. On the south side is a phosphorus storage facility operated by Messrs. Albright & Wilson and served by South Wharf 3. There are $2 \times 7\frac{1}{2}$-tonne grabbing cranes at this berth as well as Chiksan hydraulic marine arms for discharging liquid phosphorus.
The depth of water throughout the dock is 8.8 m. (29 ft.).

The 52,444 g.r.t. Ortelius *in the Royal Portbury lock*

Dock Dimensions and Dry Docks

DOCKS AND DIMENSIONS

Designation	Situation	Depth of water on outer sill M.H.W.S.	Depth of water on outer sill M.H.W.N.	Length of Lock	Width of Lock	Area of Impounded Water
		Metres	Metres	Metres	Metres	Hectares
Royal Portbury Dock	At mouth of River Avon, West Side.	17.7 (58 ft.)	14.5 (47.5 ft.)	365.7 (1,200 ft.)	42.7 (140 ft.)	29.1 (70 acres)
Royal Edward Dock	At mouth of River Avon, East Side.	14.0 (46 ft.)	10.8 (35.5 ft.)	266.7 (875 ft.)	30.5 (100 ft.)	29.5 (73 acres)
Avonmouth Dock	Adjoining Royal Edward Dock, and connected therewith by a Junction Cut which will take vessels with a maximum beam of 22.86 m. (75 ft.) and draught of 8.05 m. (26 ft. 6 ins.) with a maximum length of 170.7 m. (560 ft.)	— —	— —	— —	— —	8.5 (21 acres)
Portishead Dock	At mouth of River Avon, West Side	10.3 (34 ft.)	7.1 (23 ft.)	134.1 (440 ft.)	20.1 (66 ft.)	6.5 (16 acres)

ROYAL EDWARD AND ROYAL PORTBURY DOCK ENTRANCES AND LOCKS

Royal Edward Entrance and Lock

N.B. A minimum clearance required between ship's keel and outer sill is 1.2 m. (4 ft.) on the flood tide and 1.8 m. (6 ft.) on ebb tides, subject to the conditions prevailing at the time.

These clearances may be increased or decreased under special circumstances.

The maximum acceptable length of vessel which can be locked at the Royal Edward Lock is 209.7 m. (690 ft.) overall.

Royal Portbury Entrance and Lock

The clearance typically required between ship's keel and outer sill is 2.1 m. (7 ft.) on the flood tide and 2.7 m. (9 ft.) on the ebb tide.

These clearances will be the basis of operation until more experience is gained. The maximum size of vessel that can be locked through the Royal Portbury Lock is 289.5 m. (950 ft.) length by 39.6 m. (130 ft.) beam.

Initially all ships of more than 270 metres overall length or more than 38 metres beam should be discussed with the Dockmaster.

DRY DOCKS AND DIMENSIONS

Name	Total Length	Length over Blocks	Width of Entrance	Depth of Water on sill	Owners or Lessees
	Metres (ft.)	Metres (ft.)	Metres (ft.)	Metres (ft.)	
At Avonmouth Docks:					
Royal Edward Graving Dock	266.7 (875)	259 (850)	30.5 (100)	9.75 (32)	Port of Bristol Authority

Mechanical Handling

A feature of the Port is the extent to which mechanical equipment is used both in shore and ship work, a wide range of modern machines being in daily use. General cargo berths are furnished with wharf cranes ranging from 2 to 10 tonnes' capacity which amply cover requirements at all berths. A 9-tonne transporter, three 12½-tonne kangaroo cranes and five 6/7½-tonne cargo/grabbing cranes serve three bulk cargo berths in the Royal Edward Dock. A 150-tonne floating crane is operational at Avonmouth Docks, whilst mobile cranes with lifting capacities of up to 50 tonnes are also available.

Unitised cargoes can be catered for on the North Wall berth which can also accept roll-on/roll-off vessels and West Wharf is also the location of a freight container compound set up to handle containers carried by conventional vessels. Bristol Seaway Ltd. operate a very busy 'N' berth in Avonmouth Dock, serviced by the Liebherr integrated container handling system. Grain cargoes are unloaded by pneumatic elevators having a combined rated capacity of 1,300 tonnes per hour, and transferred to an extensive system of belts and elevators for conveyance to the granary silos.

The oil installations on the Docks Estate cover an area of over 120 acres and are served by four fully-automated oil berths, whilst the Port's locomotive fleet of 8 diesel locomotives and 500 internal user wagons operate over the Authority's 50 miles of rail track.

Trades requiring extensive mechanical equipment are containers, forest products, meat, tea, and bulk animal feeding stuffs, which utilise a wide range of mobile machinery such as fork trucks, squeeze clamp trucks, mechanical shovels, conveyors, and tractors and trailers.

Gordano Quay, Royal Portbury Dock, is equipped with a 45-tonne gantry container crane capable of handling forest products, heavy unit loads and steel goods as well as containers. A second gantry crane to serve these berths is currently under construction, scheduled to be brought into operation in the autumn of 1981.

Toplift truck and Mafi handling containers at the R.E. Dock

The Authority employs in excess of 200 squeeze clamps, fork trucks, shovels and tractors, etc.; with regular reviews of equipment ensuring plant suitability matched to trade development. At Royal Portbury Dock operations at the forest products terminal are supported by mobile equipment with a replacement value of well in excess of £1 million. A Hyster 800 fork-lift truck fitted with a fully telescopic spreader for handling various container lengths leads the range of equipment available for container handling. Smaller capacity trucks together with tractor units are also available.

Full servicing facilities are available at both Avonmouth and Royal Portbury Docks. The Port's handling of animal feeding stuffs cargoes is aided by a variety of conveyors and mechanical shovels which work in the Port's flat storage warehouses.

At Avonmouth three rail and road weighbridges of up to 60 tonnes' capacity (including an axle-weighing facility at the No. 5 Granary road weighbridge) provide a grossing and taring service.

Royal Portbury is equipped with a 60 tonne road weighbridge also having an axle-weighing facility.

GULF EXPRESS
SKARHAMN
HYSTER

Port Trades

The Port of Bristol serves modern and traditional manufacturing industries, agriculture and a large consumer population.

In terms of total traffic is stands seventeenth in the order of ports in the United Kingdom and last year just over four million tonnes of cargo passed through the port.

The City of Bristol is renowned not only for its long-established industries such as chocolate and tobacco manufacture, paper-making and engineering, but also for the diversity of its modern industries including the production of aircraft, chemicals, animal feeding stuffs and fertilisers. The Port is closely associated with these industries, many of which are located near the Docks, or even on the quayside. It also supplies with raw materials the industrial Midlands and the South and West of England, together with a vast population—both human and animal—which relies to a large extent on imported food stuffs.

The changing pattern of trade and the increase in the size of ships has led to the abandonment of the City Docks as a commercial operation. Ownership of the City Docks is now vested in the City Council and continental and coastwise trades have transferred to the rivermouth docks. The bulk of the overseas services are dealt with at Avonmouth Docks. Royal Portbury Dock, opened to commercial shipping in April 1978, is equipped with a forest products terminal and a unit-load terminal managed by the South West International Freight Terminal and operated by the Port Authority. Four other similar-sized berths are available for development to customer requirements.

On the following pages some of the principal trades established in the Port are reviewed, with special reference to the facilities provided to cater for their needs.

Fluorspar direct overside with ships gear

Avonmouth and Portbury for conventional and modern cargo handling

Port Trades
grain and flour milling

Grain-suction elevators at No. 3 Granary Berth

Coaster-loading plant adjacent to No. 3 Granary Berth

Avonmouth's excellent grain-handling facilities have not been neglected, with 379,560 tonnes handled last year. Besides just over 160,000 tonnes of grain passing into the Authority's five granaries (total storage space for grain 93,000 tonnes) further tonnages of bulk animal feeding stuffs were discharged to granary silos by the Port's suction elevators. Included in these figures, approximately 70,000 tonnes of home-grown grain was handled eventually destined for export from Avonmouth.

A £1 million modernisation programme was completed in 1972. A new intake system to Granaries 1 and 2 now enables all granaries to receive grain from the Authority's 4×200-tonne and 2×250-tonne capacity shore suction elevators at maximum capacity. The 250-tonne elevators were also part of the modernisation programme. Deliveries can be made from any granary in bulk to rail, road and craft. Rail and road vehicles are loaded under cover.

Commissioned in the autumn of 1978, a new facility consisting of a 34.1 m. (112 ft.) gantry carrying an enclosed drag link has been added to existing plant at No. 3 Granary berth. Fitted with a horizontal slewing motion the drag has an outreach of 8.8 m. (29 ft.), and by enabling ships of between 15 m. (50 ft.) and 16.8 m. (55 ft.) beam to be worked has substantially increased the Port's capacity to handle export grain cargoes. Loading rates vary between 160 tonnes and 300 tonnes per hour depending on the source granary. Granary No. 3 is located immediately behind the quay apron.

The Port's five granaries are inter-connected by conveyor bands and grain may be moved in any direction at will.

Some of the larger milling companies have modern mills on the Dock Estate and those with waterside premises receive grain direct from importing vessels through their own shore elevators.

An aerial view of the Port's granary system

Port Trades
beverages and tobacco

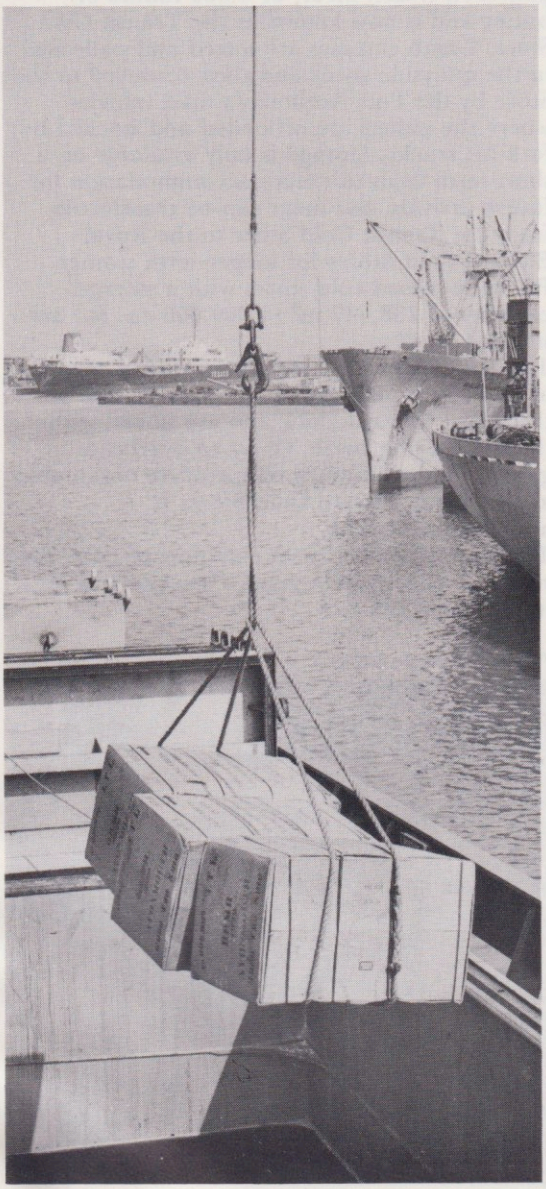
Bristol is an important marketing and distributive centre for the food and drink trades and special facilities are available for the reception and handling of these traffics, both in the docks and at nearby private warehouses.

Coffee
Almost 23,000 tonnes of coffee was received at Avonmouth during 1979 the majority coming from East Africa. West Africa and South America also send considerable quantities to this country through Avonmouth. Much of the coffee landed is warehoused in the Port Authority's warehouses where it is stored on pallets until ordered away by the merchant. Considerable tonnages go to private warehouses on the Dock Estate.

Cocoa
West Africa provides most of the Port's cocoa trade, 25,132 tonnes of raw cocoa being discharged at Avonmouth in 1979.

Tea
Imports of tea are substantial. The Port's percentage of the country's tea imports is in excess of 40%, making Bristol the country's premier tea port.
In the past year 96,768 tonnes were discharged at Avonmouth. Imports arrive from India, Sri Lanka, Bangladesh and East Africa, and are delivered direct ex-ship to road transport or to shed.

Coffee from Kenya loading to road transport



Tobacco

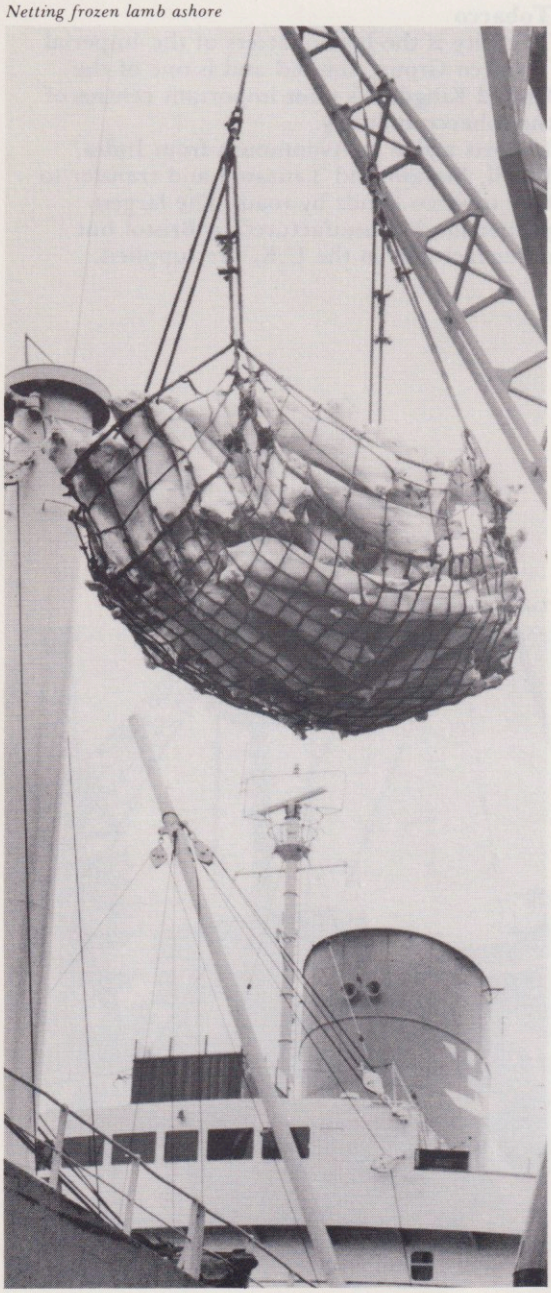
The City is the headquarters of the Imperial Tobacco Group Limited and is one of the United Kingdom's most important centres of the tobacco industry.

Imports arrive at Avonmouth from India, Brazil, Malawi and Tanzania and transfer to City tobacco bonds by road. The largest proportion is manufactured in Bristol but other factories in the U.K. are supplied.

Tea ex ship to road

Port Trades
refrigerated cargoes

Netting frozen lamb ashore



Adapted to meet the operational requirements of the New Zealand trade, the former Cool Air Store can accommodate up to 1,500 tonnes of palletised frozen meat, or 3,000 tonnes of butter and is now known as the Transit Cold Store. Lamb carcases are sorted and palletised in the quayside sheds and then conveyed to the Store by the Port Authority's road vehicles where the pallets are offloaded and stacked by fork-lift trucks. Storage is only available on a short-term basis to ensure accommodation for future arrivals, but meat can be transferred from the Transit Cold Store to the Royal Edward Cold Stores for longer-term storage. Privately-owned cold stores with a storage capacity of 138,747 m^3 (4,900,000 cu. ft.) are situated locally.

The Royal Edward Cold Stores with a capacity of 13,275 m^3 (468,613 cu. ft.) are located at the Royal Edward Dock and are linked with the discharging berth 'O' by an overhead gallery. The minimum temperature obtainable at the Royal Edward Cold Stores is approximately 12°F.

The Port of Bristol is the sole port of entry for residual, non-containerised, New Zealand meat imports into the U.K.

Palletised butter for cold store

Port Trades
animal feeding stuffs

Bristol is an established centre for the production of animal feeding stuffs compounds. A number of mills are located within the Avonmouth Docks area, the largest producing approximately 5,000 tonnes of feed per week. Annual imports of animal feeding stuffs are in excess of 240,000 tonnes and include oil-cake expellers and extractions, grain screenings, and rice bran. Much of this traffic, together with some feed grains, goes to the dock mills for processing. Feeding stuffs destined for inland mills are delivered direct to road and rail transport at the ship's side whilst imports of feeding stuffs in bulk are shipped to Avonmouth from all major producing countries, and can be discharged by grabs to lorry. In addition to storage facilities in, 'C', 'D' and 'U' sheds, a modern warehouse, extended recently, can accommodate 24,000 tonnes on open floor storage, being equipped with a total of 2,000 ft. of concrete cargo separators to facilitate bulk cargo stowage. Specialised mechanical equipment ensures that bulk lorries are loaded quickly and efficiently. Certain commodities are accepted for granary storage by suction elevator.

The changing pattern of the feeding stuffs trade has resulted in an expansion, redevelopment or rationalisation of most dock mills during recent years. Closely allied to the animal feeding stuffs industry is the importation of molasses which provides valuable nutritive elements for cattle and other animal feeds. The molasses is mainly imported from Brazil, Pakistan, Cuba and Mauritius.

A Volvo shovel at work in "G" Warehouse Flat Store

Port Trades
ores, chemicals, metals

Last year, over 200,000 tonnes of zinc concentrates, mainly from South America, Australia and Canada, with occasional shipments from other countries, were imported through Avonmouth Docks. This traffic is conveyed to the works of the Commonwealth Smelting Ltd. over a bulk conveyor system connecting the discharging berth with their premises outside the Docks. This conveyor system, with a capacity of 1,000 tonnes per hour, is fed by three 12½-tonne Kangaroo cranes.

The fertiliser factory of Fisons Fertilisers Ltd., also linked to the quayside by the conveyor system, is the principal receiving point for the large quantities of phosphate rock, ammonium compounds, potash and anhydrous liquid ammonia that are imported through Avonmouth. Anhydrous liquid ammonia is stored in two tanks with a total capacity of 30,000 tonnes, this being one of the largest installations in the country.

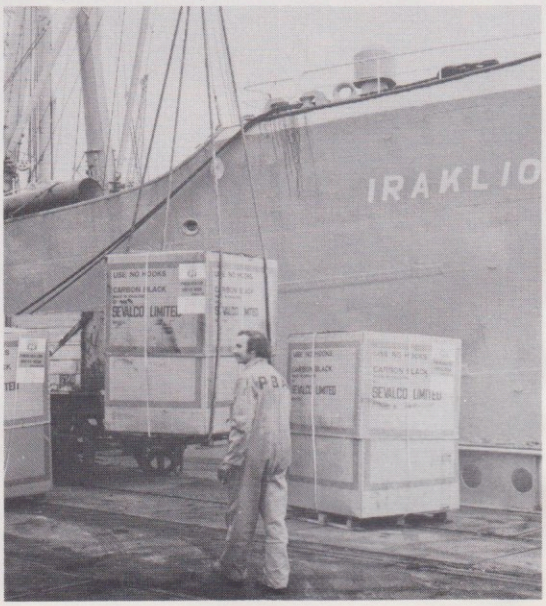
Adjoining the Docks are the Severnside Works of the I.C.I. Ltd., which commenced production in 1962. Severnside is a 405 hectare (1,000 acre) site. Bulk commodities for these works are arriving in increasing quantities at the Port and are being handled by the 9-tonne bulk transporter crane.

Over 341,000 tonnes of fertilisers were discharged at the Port in 1979. Five 6/7½-tonne cargo/grabbing cranes speed up the discharge of these commodities. A development in trade at Portishead Dock is the regular arrival of bulk cargoes of liquid phosphorus for Albright & Wilson Ltd.

Chile and other South American countries send substantial quantities of copper, and tin ores, whilst aluminium is received mainly from West Africa. Many of the rarer metals arrive from India, Africa, and South America. Much of the non-ferrous metal imported through Avonmouth is destined for manufacturers in the Midlands and the North West although smaller quantities are distributed to Hampshire and the London area.

Bulk discharge into hoppers

Loading carbon black exports



Pre-banded copper from South America

Port Trades
forest products

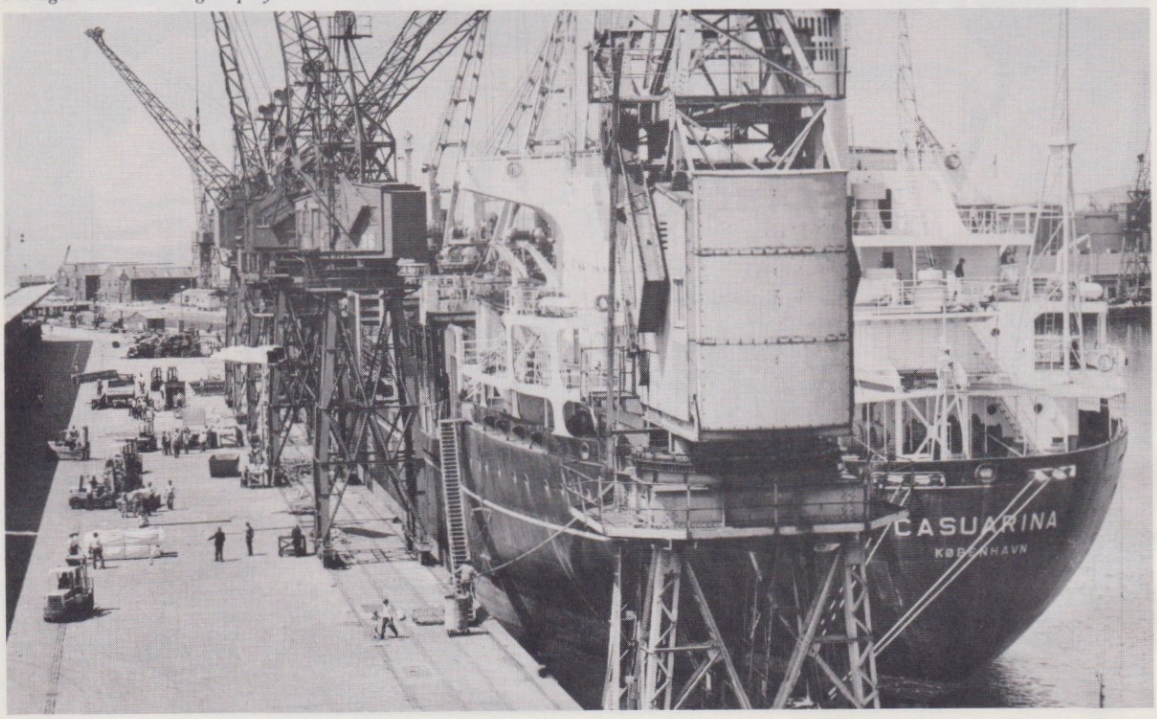
Forest Products in the form of timber, woodpulp and paper come to the Port from many parts of the world.

The Port Authority provides excellent handling facilities for handling all classes of timber. Bulk timber cargoes are discharged at one of the Authority's specialist open berths, whilst liner parcels from all parts of the world are discharged at general cargo berths.

Imports of woodpulp, mostly from Canada and South Africa, totalled 219,882 tonnes last year.

Royal Portbury Dock, opened to commercial shipping in 1978, has greatly extended the Port's capacity to handle Forest Products. For further information see pages 64 – 67.

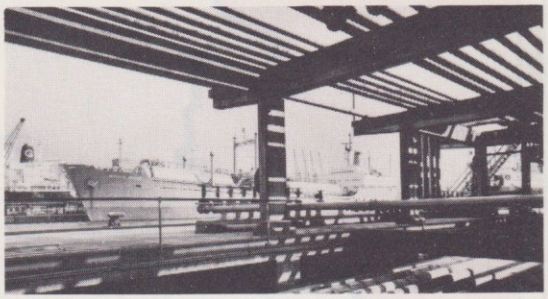
Packaged lumber landing to quay



Port Trades
exports and petroleum

Exports
A wide variety of commodities are shipped from the Port to many parts of the world. These include non-ferrous metals, motor vehicles, machinery, fertilizer and grain as well as manufactured goods of all descriptions. During the past few years a substantial trade in the export of English wheat and barley has been developed, founded on successive good home harvests. Alongside this development, food-aid programmes to underdeveloped countries have also increased quantities of basic foodstuffs such as flour and milkpowder leaving the Port in export loaders.
Several scheduled export services, conventional and containerised, operate from the Port with,for example, 'N' container berth at the Avonmouth (Old) Dock handling import and export traffic for the Bristol Seaway Limited's unit load service between Avonmouth/Dublin and Cork, and an eight-week service linking St. Helena, South Africa and the U.K. operated by Curnow Shipping Ltd. At Royal Portbury containerised services using the unit load terminal managed by S.W.I.F.T. Ltd. link Bristol to a number of export markets.

Heavy Ro-Ro export loading at the North Wall, R.E. Dock



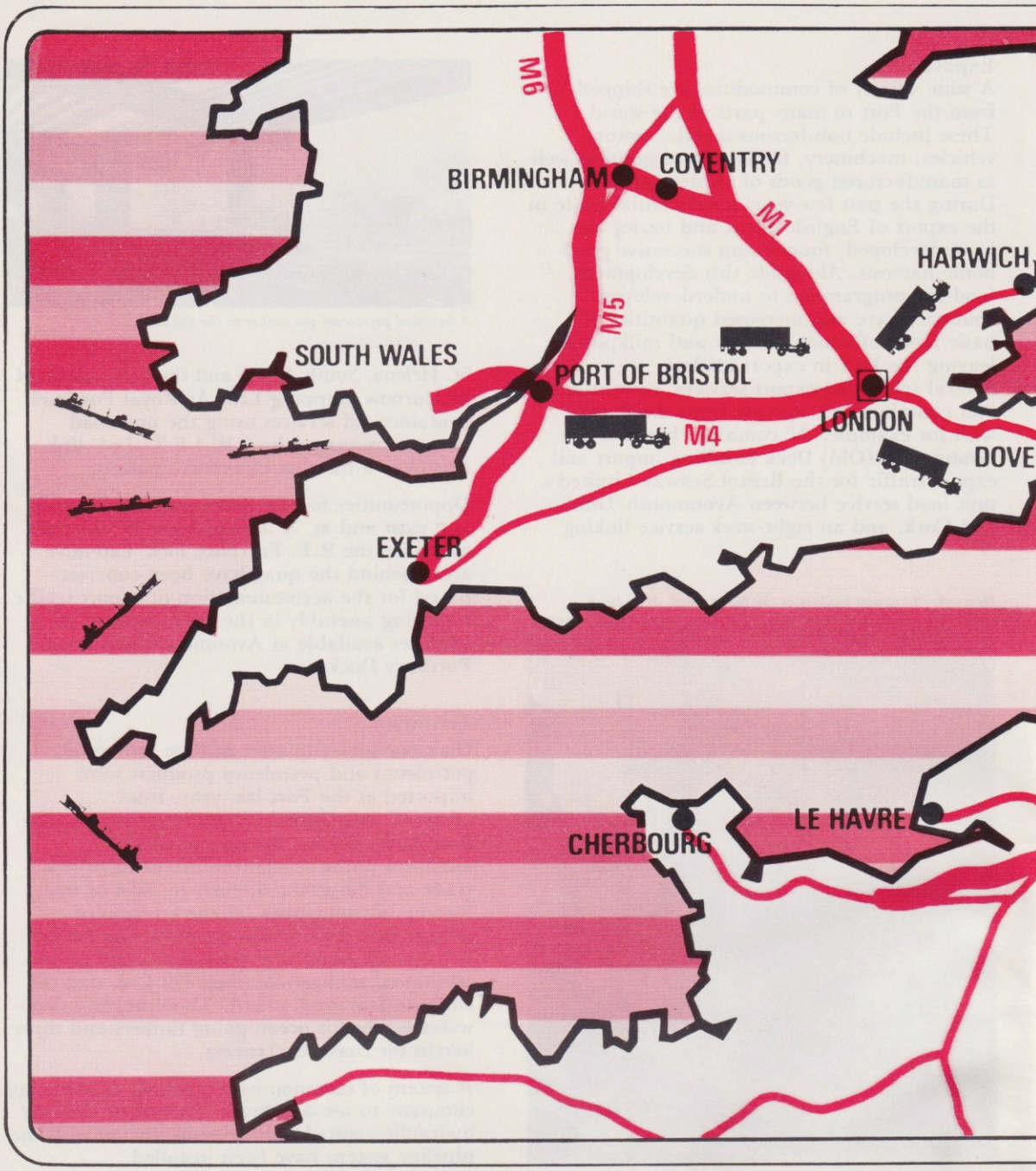
A liquefied petroleum gas tanker in the Oil Basin

Opportunities for the development of services also exist and at 'X' Berth, West Wharf and alongside the R.E. Entrance lock, extensive areas behind the quay have been concrete-paved for the accommodation of export traffic requiring assembly in the open, with ro-ro facilities available at Avonmouth and Royal Portbury Docks.

Petroleum
Over one-and-a-quarter million tonnes of petroleum and petroleum products were imported at the Port last year, from overseas' and United Kingdom refineries. The Port Authority has devoted particular attention to the special requirements of this trade and has granted leases to most of the leading oil companies for the erection of storage and distribution depots at the docks. Substantial areas have been developed to give additional tankage for Shell Oil Ltd. and the Unitank Storage Co. Ltd. There are five deep-water berths for ocean-going tankers and three berths for coastwise tankers.

A system of common-user pipelines enables any company to use any berth. Six sets of Chiksan hydraulic-assisted marine arms for use with the pipeline system have been installed.

Geographical Position



The Port of Bristol comprises four dock systems situated on the west coast of Britain in the sheltered Severn Estuary. The approach from the Atlantic is by a broad, safe waterway. The Port's location offers a saving in nautical miles over all other major UK ports (see page 88) and avoids the congested waterways of the English Channel.

Modern motorways and rail links are situated within a mile of each dock, giving fast transit to all parts of the country. In particular it is easy to move cargoes to the East Coast ports, leading to the Continent of Europe and often saving time over direct shipping.

Motorways

Main Roads

Industrial Sites

There can be few cities in the United Kingdom with so much to offer as Bristol. A city that is the thriving regional capital of the West of England with a first-class modern port, an excellent communications network and a quality of life that is second to none.

Bristol, however, like many other major cities in the Midlands and South of England, has suffered from the effect of development-area incentives with industrial expansion being stifled by Regional Policy. This policy has worked to the detriment of Bristol for the last 30 years, resulting in migration of manufacturing activities from the area. Nevertheless the area still has a widely diversified range of industry and trading activities and in the manufacturing sector, engineering is the largest with aerospace predominating. There are also major manufacturing industries in food, drink and tobacco, paper, printing and packaging and also in other industries including chemicals, paints, plastics, clothing, footwear and furniture.

Now, fewer areas of the country are able to offer incentives to incoming firms and Bristol is able to compete on equal terms. Since early 1976, Bristol's Economic Development Board has aimed at expanding this already wide industrial base with some notable success.

Avonmouth industrial estate adjacent to the docks

Firms such as GEC-Marconi, Sperry Gyroscope, Image Data Products, Inmos, Nexos and ML Aviation have moved into the area to join well-established concerns such as Rolls-Royce and British Aerospace.

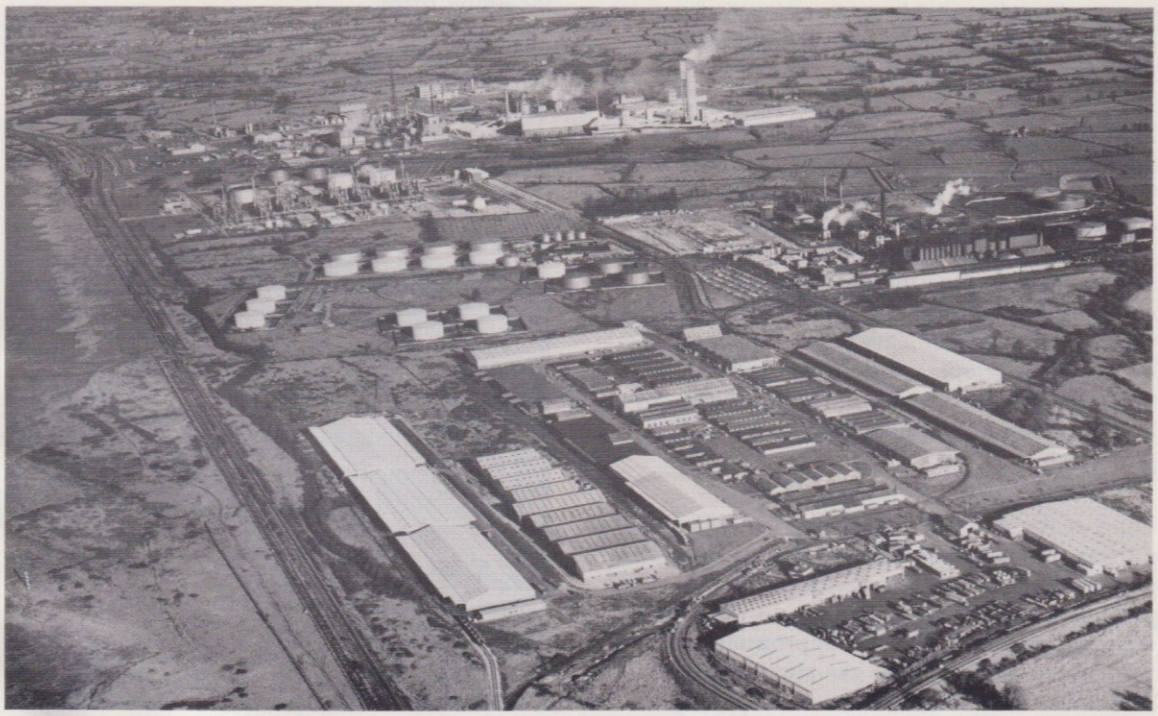
Ideally situated for industry serving the Midlands, South Wales, the South and West of England, the Avonmouth industrial Sites lie within a half-mile of the M5 motorway.

At the northern end of Avonmouth Docks lies the Avonmouth Docks Estate of approximately 214 hectares owned and managed by the Port Authority which can provide sites for importers and exporters. Roads between the Docks and premises on the Estates are excellent and highways from both the Estate and the Docks join the motorways without crossing the City.

A section of the M5 gives direct motorway access to Avonmouth and there is also a road link from Avonmouth Docks to the Severn Bridge.

The completion of the M4 and M5 motorways has made the road system from the Avonmouth Docks one of the most remarkable in the Kingdom, both because of the nearness of the motorways to the Docks and because road traffic from the Docks and from the Estate can move along routes free from urban congestion.

The Port's Chittening Estate



On the Estate itself adequate internal communications have been provided with more than two miles of roads constructed in conformity with a planned and orderly layout of sites.

By reason of its close proximity to Avonmouth Docks the Estate is well placed to enable full advantage to be taken of the extensive coast-wise and canal opportunities to and from the Port.

Oil fuel is imported and stored at the Avonmouth Docks, where the principal oil companies have modern installations.

Bristol itself is a great marketing centre, with two-thirds of the population of England and Wales living within a radius of 125 miles of the City. By reason of the extensive liner services trading with the Port from and to all parts of the world, the Avonmouth Docks Estate is particularly attractive to industrialists concerned with overseas trade. In addition to industrial sites operated by the Port Authority, Bristol City Council administers several trading estates in different parts of the City. These sites have also been planned in an orderly manner to make for easy access with plenty of land available at Avonmouth for companies wishing to be within reach of port facilities.

Funds have been made available to acquire and service sites, and a key factor is that "Nursery" or "Starter" units have been built to enable new companies to set up their businesses. These units have about 1,000 sq. ft. and in the past year, nine have been constructed and more are on the way. Some of these will be built on City Council-owned sites by private developers. Others in the form of "flatted" accommodation in the Inner City by both private and public enterprise are planned.

Land at Avonmouth is available for both these nursery units and for firms who want their own purpose-built plants and factories. At the present time more than 24 hectares of city land is being developed with the appropriate infrastructure, and there are also large areas of land available for immediate development.

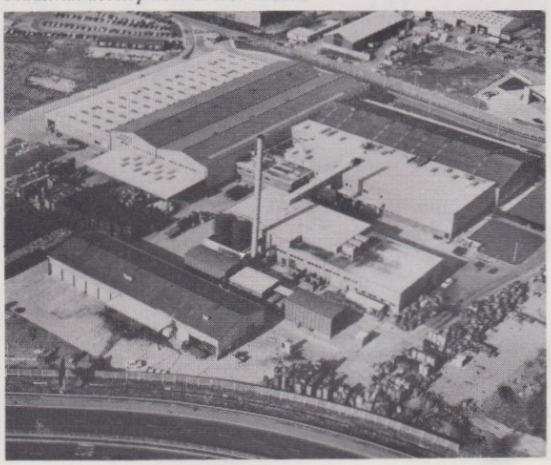
The major council estate in Bristol is at Brislington flanking the A4 trunk road; though others are to be found at Bedminster and Redcliffe with smaller estates at Fishponds, Vale Lane, Barton Manor and Bishopsworth. In addition the City has a number of private estates where the entire area is laid out and constructed by a single developer who offers for rent the completed buildings ready for occupation.

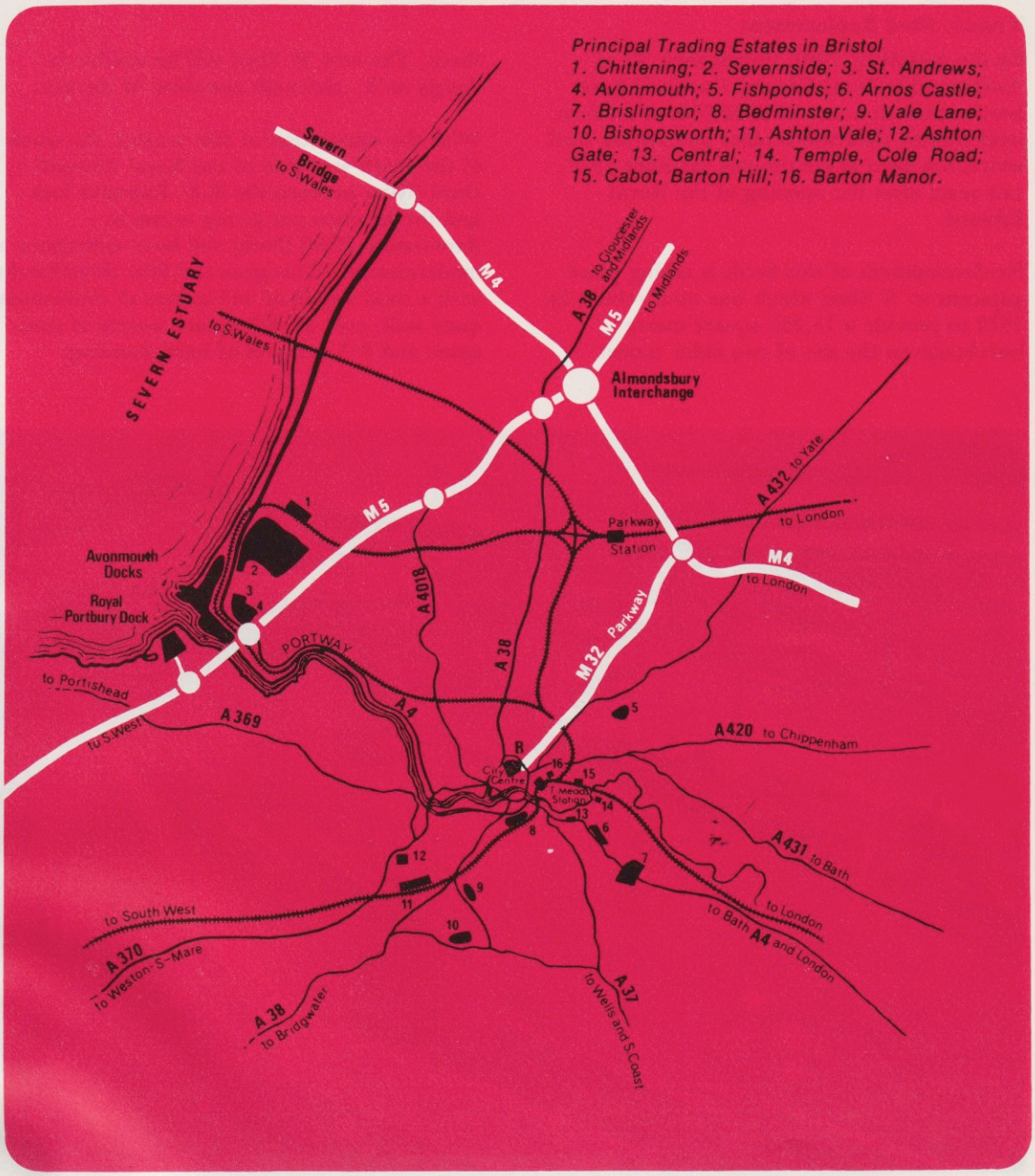
Over the past year many firms have recognised the tremendous advantages of locating in the Bristol area. Perhaps one of the most significant developments is the number of high-technology firms and organisations which have decided to move to Bristol. The area is rapidly developing a reputation in the "silicon chip" world, and along with other types of industry, the high-technology concerns have appreciated the ready and very adaptable labour market available.

Information about sites and land, both inside and ouside the City, can readily be obtained from the Bristol Economic Development Officer, Mr. Mike West and his team, who not only promote the greater-Bristol area and its massive economic potential, but give considerable back-up assistance and advice to incoming firms.

Thanks to its unique situation at the junction of the M4 and M5 motorways and the British Rail network, the City's trading estates are developing rapidly to make Bristol one of the country's leading distribution centres.

Industrial development at Avonmouth




Principal Trading Estates in Bristol
1. Chittening; 2. Severnside; 3. St. Andrews;
4. Avonmouth; 5. Fishponds; 6. Arnos Castle;
7. Brislington; 8. Bedminster; 9. Vale Lane;
10. Bishopsworth; 11. Ashton Vale; 12. Ashton
Gate; 13. Central; 14. Temple, Cole Road;
15. Cabot, Barton Hill; 16. Barton Manor.
Severn Bridge
to S. Wales
M4
A38
to Gloucester and Midlands
M5
to Midlands
SEVERN ESTUARY
to S. Wales
Almondsbury Interchange
A432 to Yate
to London
M5
Parkway Station
M4
to London
Avonmouth Docks
Royal Portbury Dock
A4018
A38
M32
Parkway
PORTWAY
to Portishead
to S. West
A369
A4
A420 to Chippenham
City Centre
Temple Meads Station
A431 to Bath
to London
to Bath
A4 and London
to South West
A370
to Weston-S-Mare
A38
to Bridgwater
A37
to Wells and S. Coast

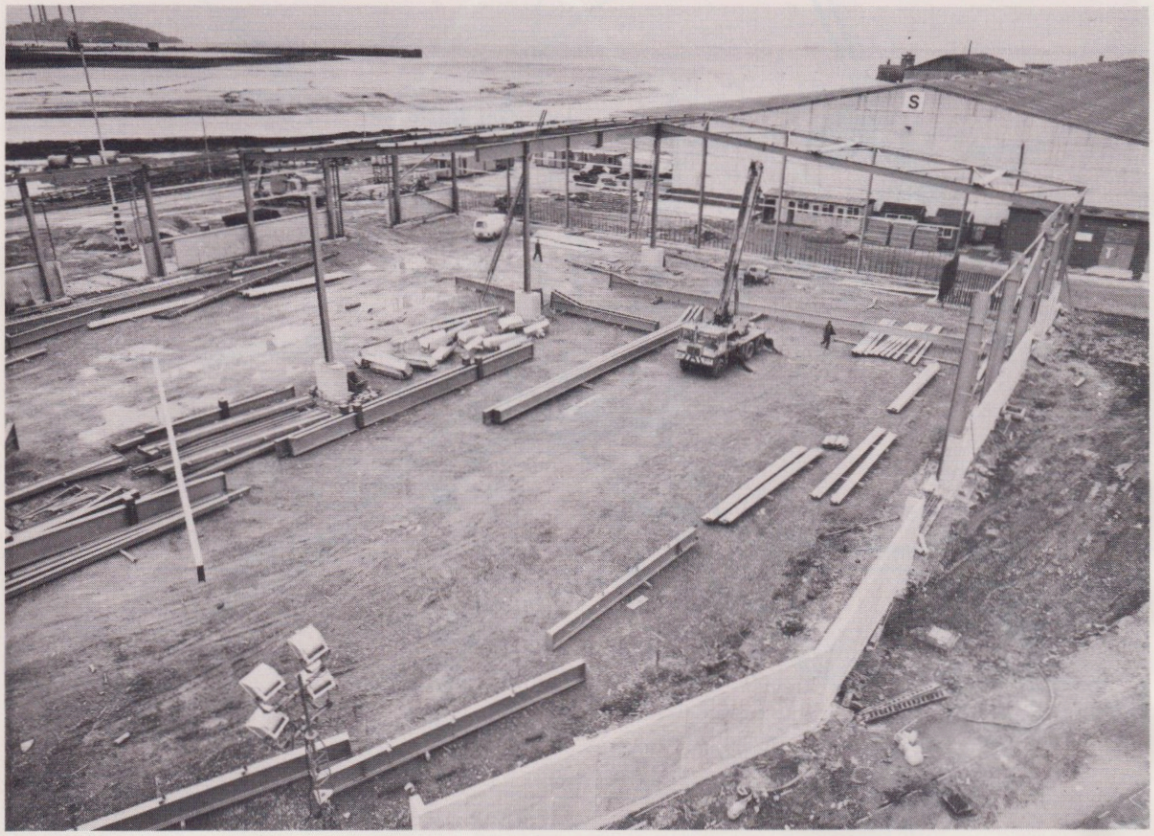
Developments

Transit Shed Replacement

By the middle of 1980, transit shed 'R' at Avonmouth's Royal Edward Dock will have been rebuilt at a cost of £700,000. A modern steel framed shed will replace an existing shed which has been in continuous use since 1910, two years after the opening of the Royal Edward.

Re-development of this berth is taking place adjacent to 'S' Shed which was itself rebuilt in 1972 to provide a 15,250 square metre warehouse on the site of two older transit sheds. The new 'R' Shed will be similar in design to 'S', although one-third of the size.

With the completion of this project, the whole of the south-west side of the Royal Edward Dock (lying between the R.E. Entrance lock and the junction cut giving access to Avonmouth (Old) Dock) will have undergone a modernisation. This gives the Port three berths with a total length of 443 metres of continuous quay wall, over 20,000 square metres of shed space and 2·5 hectares of hard standing.



Computer Services

Computing

The Port operates a 96K NCR C201 computer under the B3/B1 multiprogramming operating system. Four 45 M Byte discs, two magnetic tape units, a termicette cassette reader and a Benson Drum plotter are available in addition to paper-tape reading and printing facilities. Redifon Seecheck data preparation, computer time hire and development services are available to port-users and local industry. Freight Forwarding documentation facilities can be made available. Details can be obtained from the Computer Manager, Telephone No. Avonmouth (0272) 823681 Extension 280.

Operators at work in the computer room

Customer Service by some of the Port's experienced computer staff

Communications

The Port's extensive overseas connections are matched by an intensive network of inland communications radiating in all directions. The excellence of these inland services ensures that cargo imported through the Port is despatched speedily to its ultimate destination and conversely that export traffic originating within the Port's hinterland is transported to the docks rapidly and smoothly.

Excellent rail services are provided to the Midlands, London, the southern and south-western counties of England and South Wales. Nearly all the transit sheds, quays, warehouses, stores and tenants' premises at the Royal Edward and Avonmouth Docks are rail-connected.

Road access is exceptionally good. A wide modern road links Avonmouth with the City and this road is directly connected at the Avonmouth roundabout with the M5 motorway leading to the Almondsbury M5/M4 motorway interchange. Both Royal Portbury and Avonmouth Docks are situated within one mile of a motorway junction, and in the case of Royal Portbury Dock access is via a port-owned, motorway standard road.

A shunt of "opens", going alongside at West Wharf, R.E. Dock

Royal Edward Dry Dock

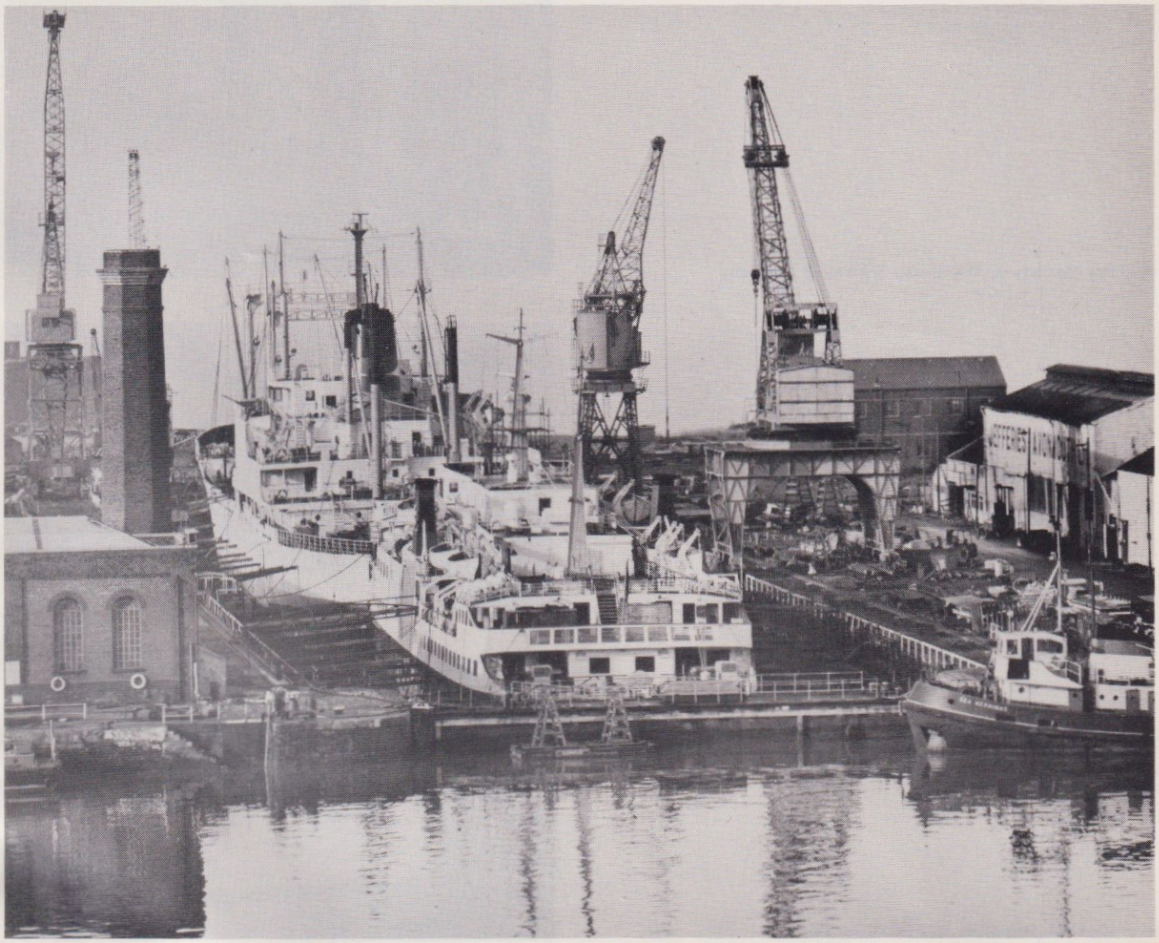
Length 266.7 m. (875 ft.) Width 30.5 m. (100 ft.) Depth over sill 9.75 m. (32 ft.)

The Dry Dock lies parallel to the main Royal Edward entrance lock with easy access from the wet docks system which provides an ample turning circle for the larger vessels using the port.

This is the largest dry dock in the Bristol Channel and in fact one of the largest situated on the West Coast. It is one of the very few in the U.K. capable of dry-docking a fully-loaded ship.

Complementary to the dock's size is the efficient ship repairing service with equipment and facilities to carry out expeditiously repairs and maintenance requirements to all classes of vessels.

The Royal Edward Dry Dock operated by Jefferies, Avonmouth, Limited



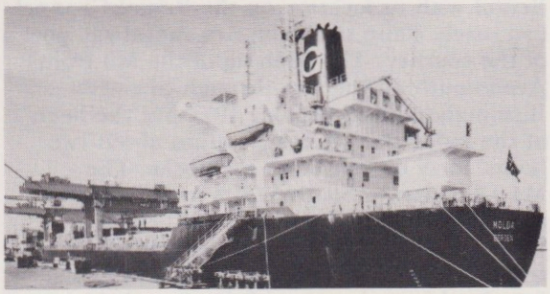
Visitors to the Port

m.v. Toxon, *Toxon Navigation Company S.A.*

m.v. Boy Matthiesen, *Warnholtz, Schmidt & Company*

m.v. Visurgis, *Thule Reederei G.m.b.H.*

m.v. Rockhampton Star, *Blue Star Line Ltd.*



m.v. Molda *A/S J. L. Mowinckels Red*

m.v. Aspasia P. Lemos, *Panlyras Shipping Corporation*

m.v. Wendy Weston, *G. W. H. Shipping Ltd.*

m.v. Vestland, *Rich, Amlie & Company A/S*

Motorways and the Avon Bridge

The Almondsbury interchange, junction of the M4, M5 and A38

Bristol with its location on the Bristol Channel can surely claim to be the first motorway port of the country. The opening of the M5 from Avonmouth all the way through to Birmingham in December 1971 put the heart of the industrial Midlands within about two hours' lorry driving from the docks. The M4—London to South Wales motorway was also completed in December 1971. The junction of the M4/M5 is at Almondsbury a few miles north of Avonmouth Docks. This four-level interchange with its three bridges one above the other, leads to another outstanding element in communication in the area, the Severn Bridge, spanning the Severn Estuary once a formidable barrier to road transport between England and Wales. Avonmouth Docks are served by an access road from Junction 18 of the M5 leaving the Avonmouth roundabout and the motorway crosses the River Avon by means of a high-level bridge opened in May 1974. A direct link is provided to the Royal Portbury Dock site by means of a mile-long access road, owned by the Port, which joins the motorway via the Portbury interchange, Junction No. 19. The next section, Pill to Edithmead, extending 23½ miles into Somerset was opened in January 1973. At present the motorway extends as far south as Exeter, by-passing Bridgwater and Taunton. The Port's situation in relation to the motorways is therefore second to none with port-users having fast and uncongested internal distribution links not only to the Midlands and the North of England but also to the Home Counties and Wales. The advantages of the location of the docks are being increasingly recognised as the building of new warehouse accommodation and industrial premises on the trading estates at Avonmouth clearly shows.

Left: An aerial view of the Almondsbury interchange, junction of the M4 and M5 eight miles north of Avonmouth.

The M5 between Avonmouth and Portbury with Junction 18 half-a-mile from Avonmouth Docks and Junction 19 connected to Royal Portbury by a mile-long access road

Royal Portbury Dock

Now in the third year of operation, Royal Portbury Dock is the scene of major expansion programmes brought about by the continuing increase in cargo tonnage handled over Gordano Quay.

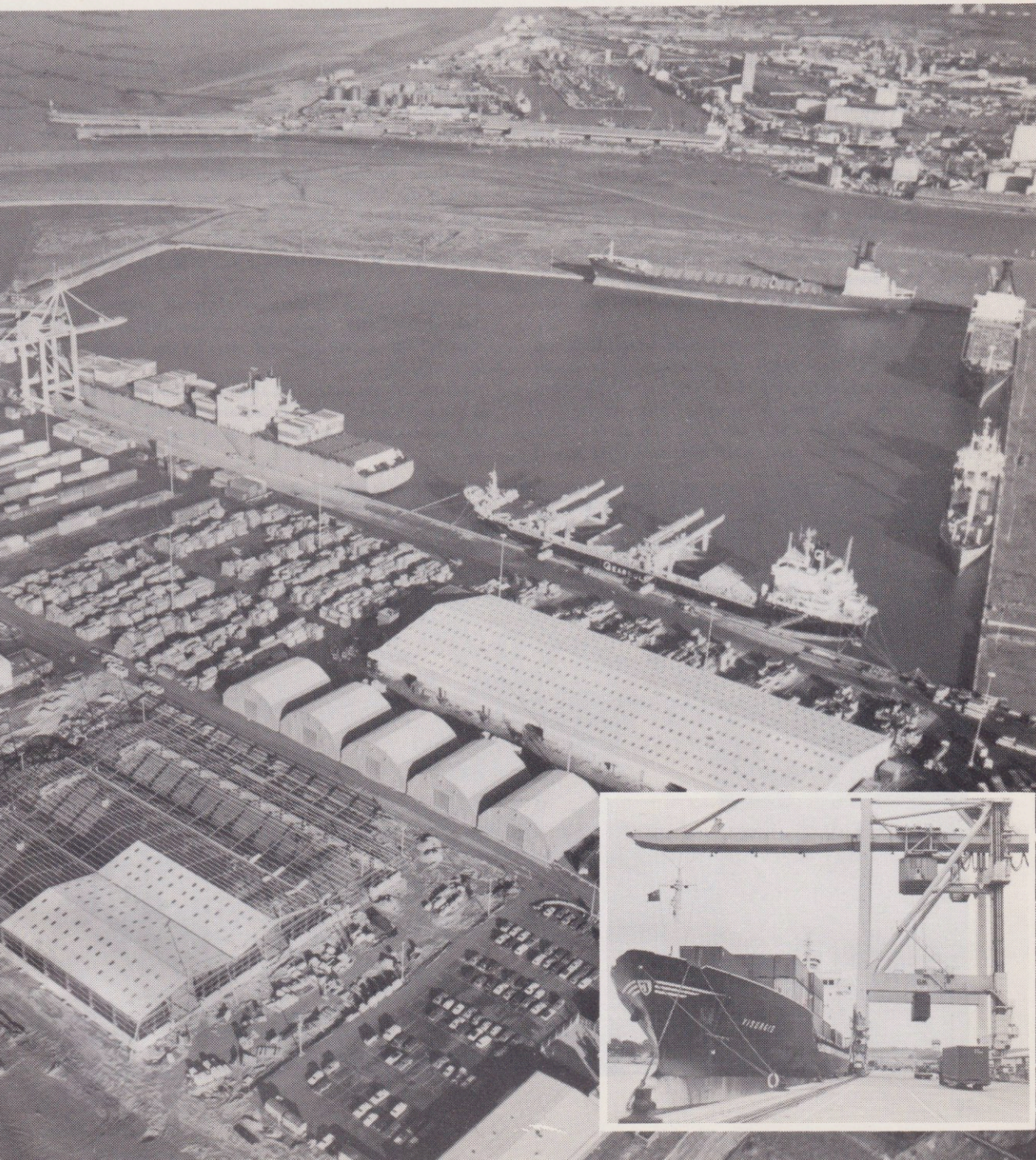
As one of the first developments at Royal Portbury, Berth 2, Gordano Quay was developed as an 8.6 hectare (21 acre) common-user forest-products' terminal. Towards the end of 1979 a further area of paving was added to the berth and a second 9,600 m^2 shed will become operational in the summer of 1980. In total the forest products' terminal now covers an area of 11.7 hectares (29 acres) and provides a total covered storage area of 22,379 m^2.

The original £1.6 million development at Berth 1 which brought into use a unit-load terminal, handling containers and Ro-Ro traffic has also seen a build-up in trade and a further 2.8 hectare (7 acres) of hard standing has been added to this berth also. Managed and marketed by South West International Freight Terminal Limited (SWIFT), this terminal is operated by the Port Authority and serviced by a 45-tonne gantry container crane which can also handle forest products. A second container crane to complement the existing machine is on order, scheduled to become operational in the autumn of 1981. At both berths a high degree of mechanisation is apparent with mobile plant ranging from 6,000 lb. fork-lift trucks to 80,000 lb. top- lift trucks available to provide a versatile handling capability.

The site of the new dock is on the south side of the River Avon, opposite Avonmouth and with easy access to the M5 motorway, junction number 19 via a mile-long, port-owned road.

The dock basin, trapezoidal in shape, covers some 28 hectares (70 acres) of water area and provides a 427-metre (1,400 ft.) turning circle clear of ships moored at the berths. There are three quays, each 609.6 metres (2,000 ft.) in length, with working areas of at least 182.9 metres (600 ft.) wide behind them. Vessels of up to 70,000 tonnes deadweight can be accepted, two or three times the size of the largest now using Avonmouth Docks.

In a unique position for distribution—Bristol was recently singled out in a British Road Federation report as having the best road communications of any U.K. port—cargo leaving the dock can be on the M5 motorway within minutes, London, the Midlands and South Wales can all be reached within a few hours without meeting a single red light or halt sign. The North of England too is easily accessible with the motorways connecting the dock right through to Scotland.



Royal Portbury Dock

Royal Portbury Dock Industrial Site

Providing the basic port infra-structure, together with men and machines to load and unload ships, is only a part of the total requirement for a successful, modern, dock. Sufficient space has to be made available for the development of industry in close proximity to the Port.

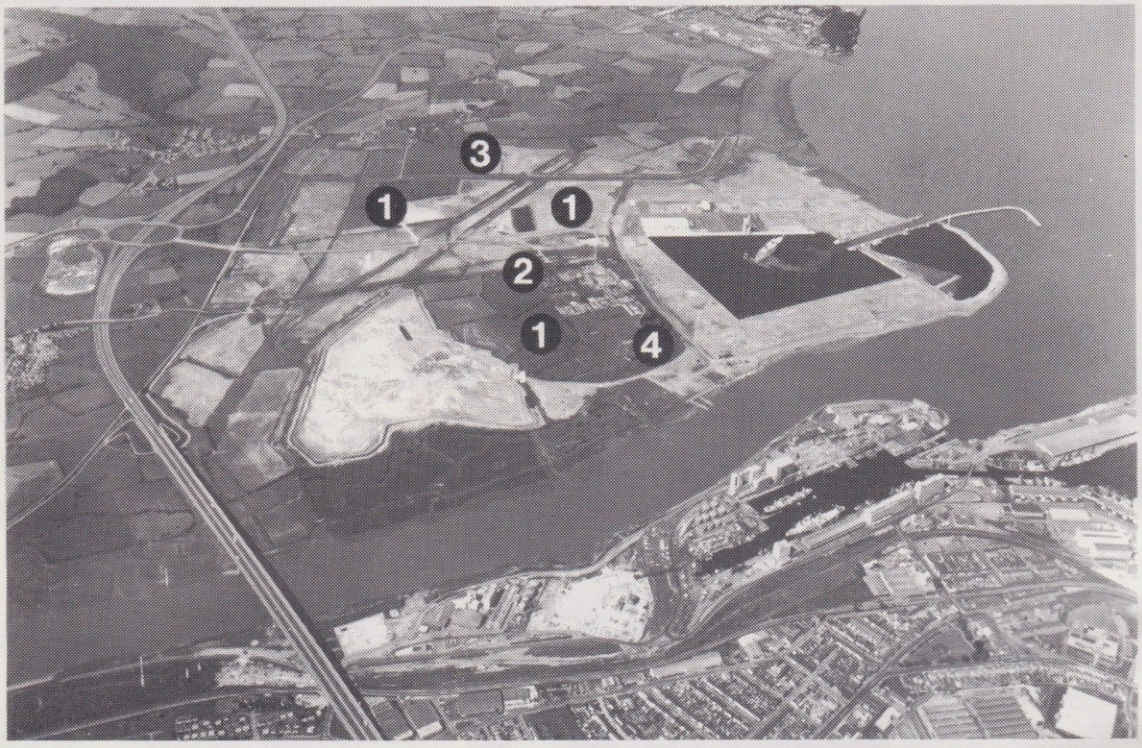
In the case of the Royal Portbury Dock a land area covering approximately 809 hectares (2,000 acres) is in the ownership of the Port, and from this total, 225.4 hectares (557 acres) immediately surrounding the dock has been reserved for the provision of industrial sites. This does not include in excess of 80.9 hectares (200 acres) of the quay and cargo-handling area around the dock itself.

Loosely, the 81 hectares of development land falls into four categories dependent on development potential with category 1, consisting of 54.6 hectares (135 acres) having the highest potential. The remaining categories comprise, 32.8 hectares (81 acres), 32.8 hectares (81 acres) and 80.1 hectares (198 acres) respectively. All four categories can be identified from the photograph below.

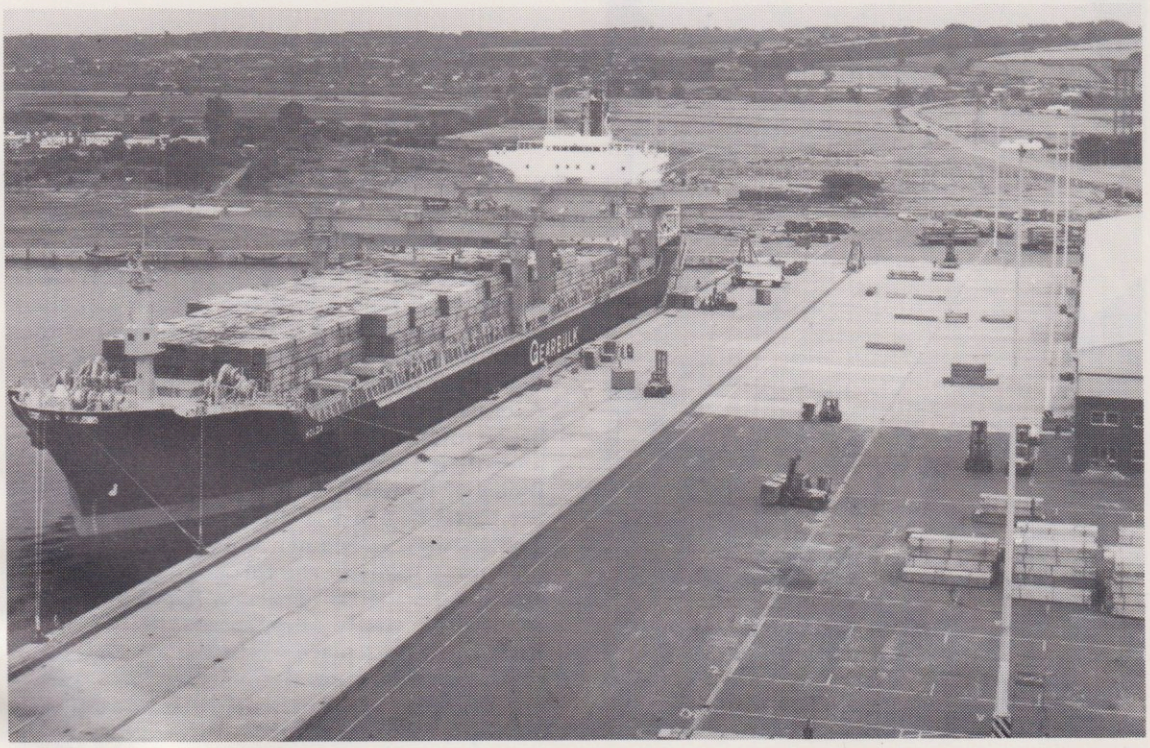
Because it is expected there will be major users with special requirements it is proposed initially to reserve the larger developable areas, especially those close to the dock, for such opportunities. Other parts of the area, close to the Portbury Junction of the M5 motorway, would be reserved for occupation by smaller undertakings in the form of twenty or so plots ranging in size from 0.2 hectares (0.5 acres) to 2.8 hectares (7 acres).

All potential development is subject to normal planning control and, where appropriate, the issue of Industrial Development Certificates by the Department of Industry.

As from 6th August 1979, the exemption limit for Industrial Development Certificates in the Bristol area was raised from a ceiling of 15,000 sq. ft. to 50,000 sq. ft.



FORT ROYAL
LE HAVRE


GERBEVILLE

Sidelights

Crew Members Wed

Most brides are happy to be carried over the threshold of their new home but few can claim to have been carried over the threshold of their place of work. Stewardess Joyce Young of the R.M.S. *St. Helena*, a regular visitor at Avonmouth, is pictured in the arms of her bridegroom, Able-Seaman Patrick Francis, after their wedding by the Reverend Colin Bailey of Avonmouth, the ceremony having been attended by the whole ship's company. The Missions to Seamen were instrumental in organising many of the formalities, including arranging a special licence in five days instead of the usual twelve weeks to enable the wedding to take place whilst the *St. Helena* was in port. In appreciation, Captain Wyatt, master of the vessel presented the Mission with a cheque for £50.

Steam Paddler

A little before dusk on a busy June evening last year, hundreds of enthusiasts queued patiently on Avonmouth's South Pier. The object of their enthusiasm, the 639 g.r.t. paddle steamer *Waverley*, lay alongside embarking passengers for a three-hour cruise in the Bristol Channel. With decks crowded to the limit of safety, *Waverley* eventually headed down Channel the passengers indulging their various passions mainly in the engine-room and the well-stocked bar. *Waverley* the world's last seagoing paddle steamer was built in 1947 and is now operated by the Waverley Steam Navigation Co. Ltd., a subsidiary of the Paddle Steamer Preservation Society.

Rocking Horse

Patients at the Bristol Children's Eye Hospital show their appreciation of the gift of a rocking horse by Section 'A' dockworkers. Money for the purchase of the horse was raised from a football pontoon run in the section after they learned that the hospital's previous horse had been worn out from constant use. The Section 'A' dockworkers are noted for their continuing support for Frenchay Hospital's spina-bifida unit having donated a play pavilion, six special tricycles, kits of tools and paid-for special holidays for the children of the unit.

Diary of a Docker

Four Avonmouth dockworkers, Pete Frost, John Sheppard, Jock Watts and Alan Chaffey, were the subjects of one of the 'Diary of Britain' programmes shown on BBC television during the autumn of 1979. Filming for the programme took place almost a year earlier and covered the four men's lives at work, at home and at play. Our photograph shows the camera crew at work in Avonmouth although that was not the end of the quartet's appearance before the cameras as they were subsequently required to pose for publicity stills just before the programme's transmission.

Life-boat Museum

In August last, a project for setting up a National Life-boat Museum using 'L' Shed in the City Docks received a welcome boost from Peter Durie, Chairman of Courage (Western) Ltd. A cheque for £1,000 was presented by Mr. Durie to Peter Elliott, the project's Chairman. The Scheme will eventually incorporate both floors of 'L' Shed, situated next to the City's Industrial Museum, but initially the ground floor only will be used to establish a display of old and new life-saving equipment. The project has the support of Bristol City Council and the R.N.L.I. and when completed will be not only a City Docks attraction but a source of revenue to R.N.L.I. funds. In our photograph, Peter Durie holds the cheque prior to handing it over whilst Peter Elliott's daughter, Yvonne, provides an attractive advertisement for the project.

U.S. Ambassador

A welcome visitor to the Port last year was His Excellency, The United States Ambassador to Britain, The Hon. Kingman Brewster. Accompanied by Mrs. Brewster the Ambassador paid a two-day visit to Bristol in order to address the Chamber of Commerce. Accompanied by the Lord Mayor and Lady Mayoress the party was shown around the Port by the Chairman Councillor Jenkins and the General Manager, Mr. Stanley Turner.

Statistics

IMPORT AND EXPORT STATISTICS

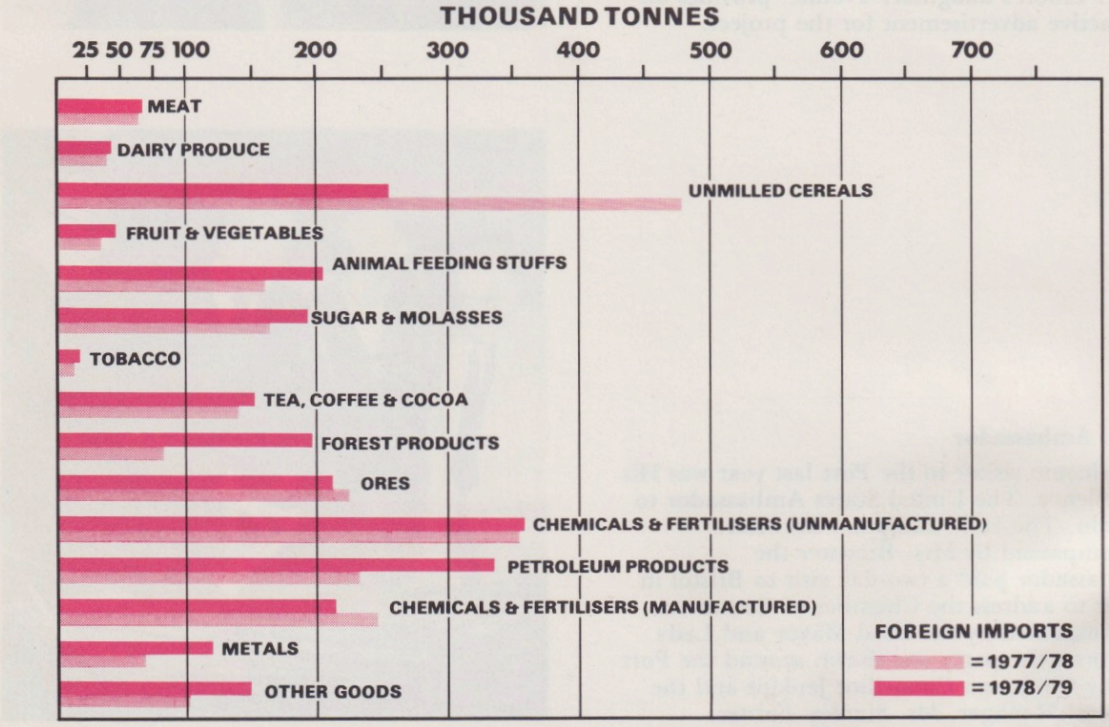
Principal commodities imported and exported (thousand tonnes) year ended 31st March.

FOREIGN IMPORTS	1979	1978
Meat	63	61
Dairy Produce	40	38
Unmilled Cereals	255	476
Fruit and Vegetables	46	33
Animal Feeding Stuffs	202	164
Sugar and Molasses	193	171
Tobacco	16	13
Tea, Coffee and Cocoa	151	140
Forest Products	196	84
Ores	219	224
Chemicals and Fertilizers (Unmanufactured)	355	353
Petroleum Products	336	231
Chemicals and Fertilizers (Manufactured)	211	246
Metals	117	72
Other Goods	149	101
Total Foreign Imports	2,549	2,407

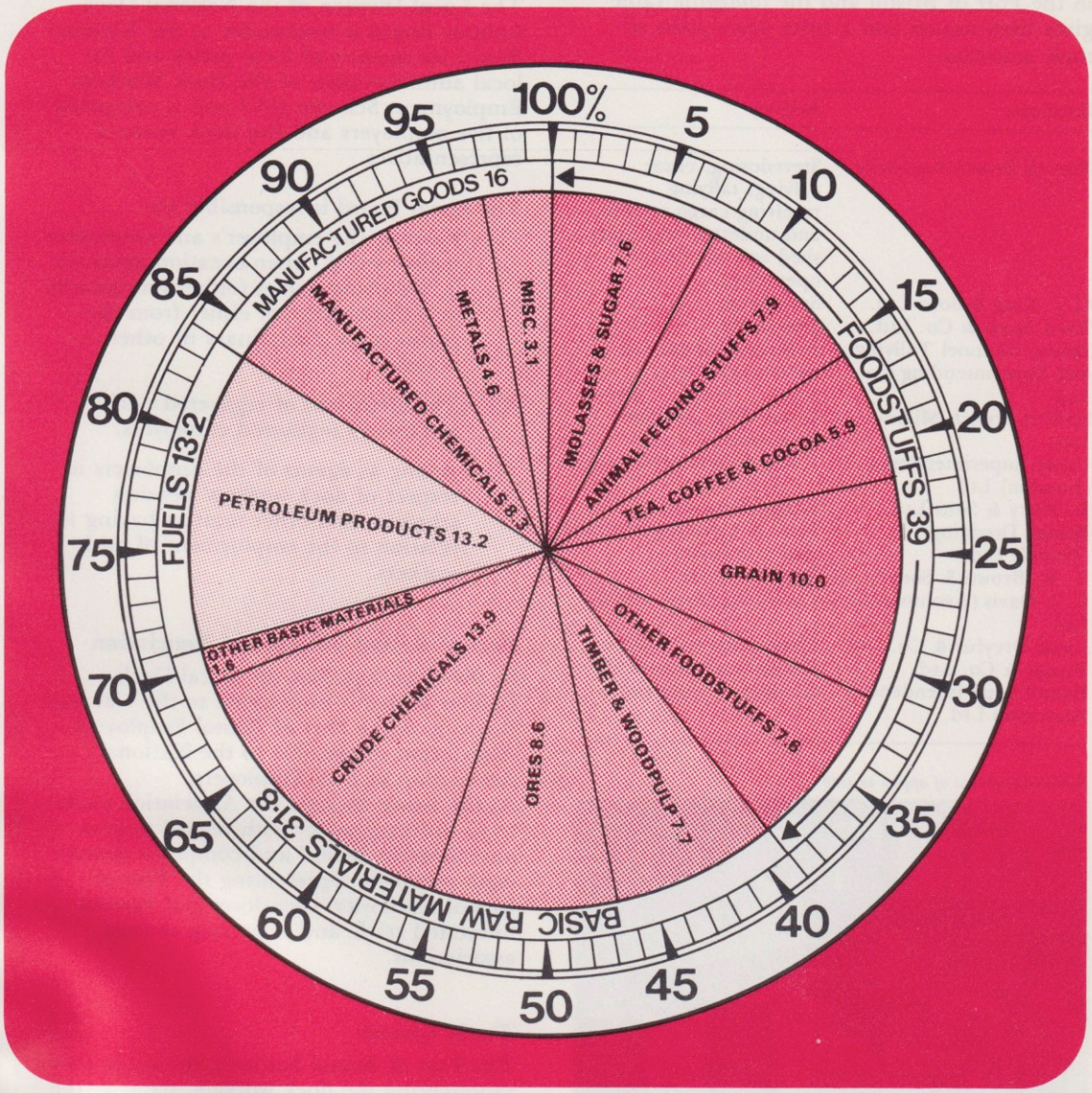
COASTWISE IMPORTS	1979	1978
Petroleum Products	982	1,044
Other Goods	163	212
Total Coastwise Imports	1,145	1,256
Total Imports	3,694	3,663

FOREIGN EXPORTS		
Foodstuffs	159	69
Raw Materials	13	8
Manufactured Goods	187	102
Total Foreign Exports	359	179

COASTWISE EXPORTS		
All Types	308	342
Total Exports	667	521
Total Imports/Exports	4,361	4,184



FOREIGN IMPORTS (2,549,391 tonnes)



Organisation of Labour
at the Port of Bristol

There are thirteen employers of dock workers in the Port of Bristol and the following table gives their names and a brief description of their activities:

Employer	Activity
Port of Bristol Authority	Stevedoring, crane driving, tallying, receiving cargo ex-ship and undertaking transit-shed and warehouse operations.
C. J. King & Sons Ltd.	Stevedores
Reed Stock & Co. Ltd.	Stevedores
Bristol Channel Tallying and Superintending Co. Ltd.	Independent tallying when requested.
Spillers French Milling Ltd.	Grain, flour and feed processors
Cargo Superintendents (London) Ltd.	Cargo Superintendents
B. Perry & Sons Ltd.	Barge Owners
British Dredging (Bristol) Ltd.	Sand & Gravel dredgers and merchants
T. R. Brown & Sons	Barge Owners
C. J. Davis (Avonmouth) Ltd.	Cargo Superintendents
Louis Dreyfus & Co. Ltd.	Cargo Superintendents
Bunge & Co. Ltd.	Cargo Superintendents
Bristol Superintendence Associates Ltd.	Cargo Superintendents

Palletising cartons of apples ex ship

Dock Labour Board

The Local Division of the National Dock Labour Board is responsible to the National Board for matters of local policy and for local administration of the Dock Workers Employment Scheme 1967 and is composed of five employers and five dock workers' representatives.

The Local Board is responsible for:

1) Keeping the employer's and employees' registers and, when occasion demands it, removing names (either temporarily or permanently) of either from the registers for disciplinary or other reasons.

2) The allocation of registered dock workers to registered employers.

3) Acting as agents of the Employers in respect of dock workers' pension schemes, and other matters having a relation to the employment of dock workers.

Port of Bristol Employers' Association

In the same way that the Local Dock Labour Board is responsible to the National Board so is the Port of Bristol Employers' Association responsible to the National Association of Port Employers.
As the name implies, the Association exists to co-ordinate policy with regard to port operations at Bristol and comprises twenty-eight members representing the Port of Bristol Authority, stevedores and various interested trade and steamship owners' associations.

Trade Unions

The Port of Bristol has only one trade union representing the dock workers, namely, the Transport and General Workers Union. Shop stewards are elected by the men to represent them in local matters.

Local Joint Council

The Local Joint Council is a body of employers' representatives on the one hand and trade union representatives on the other, set up to negotiate working conditions and rates of pay, manning scales, etc., and to settle any disputes which may from time to time arise. The composition of the Council is eight members from each side and submission may be made to the National Joint Council for a ruling in respect of issues on which agreement cannot be reached.

Hours of Work

(i) Day Working
The basic working week comprises 40 hours, worked 8 a.m. to 1 p.m. and 2 p.m. to 5 p.m., Monday to Friday.

(ii) Overtime Working – Cargo Work
Overtime is on a voluntary basis but in order to make the most effictive use of available hours the men are expected to work reasonable overtime when required. Not included in the shift-working system (explained below) is ¼-night overtime which can be arranged from 5 p.m. to 7 p.m., Monday to Friday.

(iii) Shift Working
In order to offer 24-hour coverage on an assured basis to enable the Port to retain its competitive position and attract additional traffic, the employer may, subject to having declared this option prior to the vessel's arrival, elect to work a night shift (2200 – 0600) in addition to the normal day work and voluntary half-night overtime (5 p.m. to 9 p.m.).

(iv) Incentive Bonus
The Port's registered dock workers are paid a basic weekly wage rate, together with an incentive bonus scheme related to agreed levels of productivity. There are at present thirteen cargo classifications which cover most of the commodities likely to enter the Port.

Berths and Transit Sheds

DESIGNATION	CRANES Number	Description	Capacity	EQUIPMENT
ROYAL EDWARD DOCK				
Transit Shed Berths				
'R' Shed	5	Quay electric	3 tonnes	Single-floor shed 4,885m^2 (5,843 sq. yds.) in area.
'Q' and 'S' Berths	5	Quay electric	3 tonnes	Single-floor shed 15,234 m^2 (18,222 sq. yds.)
	2	Quay electric	10 tonnes	
'T' Shed	5	Quay electric	3 tonnes	Single-floor shed, three lines of rail on quay for direct loading to vessel ex truck.
'O' Shed	5	Quay electric	3 tonnes	Reinforced concrete shed (2 floors and flat roof) with 8,361 m^2 (10,000 sq. yds.) of floor space. Also overhead conveyor gallery for taking frozen produce from refrigerator steamer to cold stores adjoining.
'P' Shed	5	Quay electric	3 tonnes	Reinforced concrete shed (2 floors and flat roof). with 8,361 m^2 (10,000 sq. yds.) floor space. Connected to 'O' Shed by overhead gallery.
Open Berths North of 'P' Shed No. 3 Granary	1	Horizontal 8.8 m. outreach slewing drag.		Grain Elevators and Conveyors connecting with all Granaries. Coaster loading point. 12,000 tonnes' capacity. Connected by overhead conveyors with ship's side and with storage granaries providing a further 81,000 tonnes capacity. Six quay pneumatic grain discharging plants are available between berths. North of 'P', No. 3 Granary and 'U' Shed.
'U' Shed	—	—	—	Reinforced concrete sheds (3 floors and flat roof.) Each shed has 16,087 m^2 (19,240 sq. yds.) of floor space, and is 152 m (500 ft.) long by 47.6 m. (152 ft.) wide.
'V' Shed	—	—	—	
'W' Shed	2	Quay electric	2 tonnes	Reinforced concrete shed (5 floors) for reception
	2	Quay electric	3 tonnes	of general cargo. Floor space 15,163 m^2 (18,135 sq. yds.) Lifts, spiral conveyors and chutes.
'X' Berth	5	Quay electric	3 tonnes	Concrete-paved area, immediately behind quay, extending over 4,431 m^2 (5,300 sq. yds.). Especially suitable for discharging direct to railway trucks or road vehicles for direct loading.
'Y' Shed (West Wharf)	—	—	—	Single-floor shed 418 m^2 (500 sq. yds.) in area.
West Wharf No. 5	3	Kangaroo	12½ tonnes	Terminal for Commonwealth Smelting Ltd., and Fisons Fertilisers Ltd.
No. 4	1	Grab transporter	9 tonnes	
No. 3	5	Quay electric	7½ tonnes	For discharging of bulk commodities, timber
No. 2	5	Quay electric	5 tonnes	cargoes and general open-quay work.
No. 1	5	Quay electric	6 tonnes	
	2	Quay electric	2 tonnes	
OIL BASIN				
Eight Berths	—	—	—	Bunkering facilities for fuel oil available.
Nos. 1, 3, 6 and 7A	Set of 6	Chiskan Hydraulic Marine Arms	—	Serving common user pipeline system to and from the adjacent oil installations.
No. 3	—	—	—	Molasses pipeline serving Intermol tankage.
No. 6	—	—	—	Molasses pipeline and steel chemical pipeline serving Unitank installation. Also take-off points on berth 7.
No. 7	1	Chiskan Marine Arm	—	Anhydrous ammonia line to Fisons.

DESIGNATION	CRANES Number	Description	Capacity	EQUIPMENT
AVONMOUTH DOCK				
Nos. 1 and 2 Berths	—	—	—	
West Side	—	—	—	Grain elevators and conveyor bands to **Hosegoods.** Repair Jetty suitable for vessels up to 161 m. (530 ft.) Jetty served by a molasses pipeline.
'N' Berth (appropriated)	1	Ship Gantry	30 tonnes	Full unit load facilities for the Bristol Seaway Ltd.'s Unit Load Service to and from Dublin and Cork.
	1	Land Gantry	30 tonnes	
	1	Derrick	25 tonnes	
	1	Portal	6 tonnes	
South End	—	—	—	Quay length 64m. (210 ft.).
East Side (Fords)	—	—	—	Grain elevators and conveyors bands to **Fords Silo.**
Open Berth	—	—	—	
'L' Transit Shed	1	Quay electric	3 tonnes	Double-floor shed and flat roof 152 m. (500 ft.) long 28 m. (91 ft.) wide, 8,004.3 m^2 (9,573 sq. yds.) floor space, railway lines on quay and at rear of shed. Large verandah at rear of shed.
	4	Quay electric	5 tonnes	
East Side (Spiller's)	—	—	—	Grain elevators and conveyor bands to Spiller's Mill.
Floating Cranes	1	Diesel, electric	150 tonnes	Available for use at the Royal Edward and Avonmouth Docks.
Note—Cranes are often moved from berth to berth as traffic demands.				
ROYAL PORTBURY DOCK				
Gordano Quay				Quay length 572 m. (1,877 ft.)
No. 1				Lo-Lo and Ro-Ro terminal, 9.7 Hectares (23.9
	1	Gantry electric	45 tonnes	acres) in area with single-floor shed of 1,462 m^2 (1,749 sq. yds.).
No. 2				**Common User Forest Products Terminal, 11.7 Hectares (29 acres) in area with a total covered storage area of 22,379 m^2 (26,766 sq. yds.).**
PORTISHEAD DOCK				
No. 2	—	—	—	183 m. (600 ft.) long fully rail connected.
	—	—	—	Oil berth.
No. 3	2	Electric	7½ tonnes	Conveyor bands to adjacent phosphorus factory of Albright & Wilson (Mfg.) Ltd.
North Side, 1 & 3	—	—	—	Appropriated to the Central Electricity Generating Board Station.
North Side, 2	—	—	—	Oil berth.

Liner Services

The following are the principal liner services represented by Owners or Agents in Bristol.
Those listed in **BOLD** type provide a regular service to the Port of Bristol at the time of publication and where marked * also load outward.

EUROPE

Country	*Line*	*Owners or Agents in Bristol*
Czechoslovakia and Austria (Trans-Hamburg)	***BUGSIER**	**C. Shaw Lovell & Sons Ltd.**
Denmark (Trans-Hamburg)	***BUGSIER**	**C. Shaw Lovell & Sons Ltd.**
Eire (Dublin-Cork)	***BRISTOL SEAWAY**	**Bristol Seaway Ltd.**
Finland	***BUGSIER**	**C. Shaw Lovell & Sons Ltd.**
Germany	***BUGSIER**	**C. Shaw Lovell & Sons Ltd.**
	***MENAV**	**Cory Bros. Shipping Ltd.**
Holland	***MENAV**	**Cory Bros. Shipping Ltd.**
Italy and Sicily	Atlantska Plovidba	Bethell Gwyn & Co. Ltd.
	Gracechurch Shipping	C. Shaw Lovell & Sons Ltd.
Mediterranean East	Atlantska Plovidba	Bethell Gwyn & Co. Ltd.
	Conference Lines	Various
	Moss-Hutchison	Bethell Gwyn & Co. Ltd.
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
	Zim Israel Nav	C. Shaw Lovell & Sons Ltd.
Portugal	Moreira	Whitwill Cole & Co. Ltd.
Romania	Navrom Constantza	C. Shaw Lovell & Sons Ltd.
Sweden	Tor	Whitwill Cole & Co. Ltd.
U.S.S.R.	Soviet State S.S. Lines	C. Shaw Lovell & Sons Ltd.
Yugoslavia	Atlantska Plovidba	Bethell Gwyn & Co. Ltd.

Containers for Ireland at Bristol Seaway's, "N" Berth

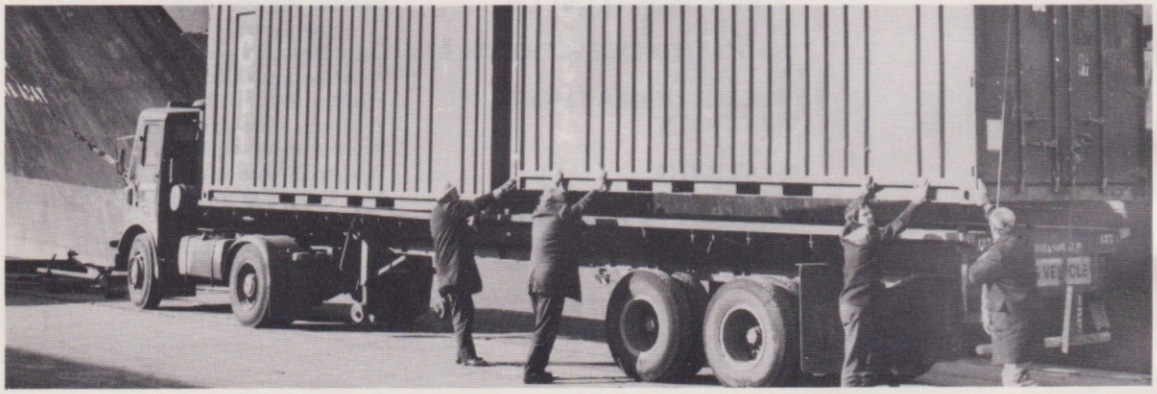
ASIA

Country	*Line*	*Owners or Agents in Bristol*
Aden	Anchor	Hodder Whitwill Ltd.
	City	Hodder Whitwill Ltd.
	CLAN	**Bethell Gwyn & Co. Ltd.**
	Hall	Hodder Whitwill Ltd.
Bangladesh	Bangladesh Shipping Corporation	Bethell Gwyn & Co. Ltd.
	SHIPPING CORP. OF INDIA	**C. Shaw Lovell & Sons Ltd.**
Burma	Burma Five Star	C. Shaw Lovell & Sons Ltd.
	Hall	Hodder Whitwill Ltd.
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
Sri Lanka and India	Brocklebank	Hodder Whitwill Ltd.
	City	Hodder Whitwill Ltd.
	Ceylon Shipping Corp.	Cory Bros. Shipping Ltd.
	CLAN	**Bethell Gwyn & Co. Ltd.**
	ELLERMAN	**Hodder Whitwill Ltd.**
	Hall	Hodder Whitwill Ltd.
	INDIA STEAMSHIP	**C. Shaw Lovell & Sons Ltd.**
	OT EXPRESS LINE	**Whitwill Cole & Co. Ltd.**
	P & O	Bethell Gwyn & Co. Ltd.
	SCINDIA	**C. Shaw Lovell & Sons Ltd.**
	SHIPPING CORP. OF INDIA	**C. Shaw Lovell & Sons Ltd.**
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
Pakistan	Anchor	Hodder Whitwill Ltd.
	Brocklebank	Hodder Whitwill Ltd.
	CLAN	**Bethell Gwyn & Co. Ltd.**
	Hall	Hodder Whitwill Ltd.
	NATIONAL SHIPPING CORP. OF PAKISTAN	**Bethell Gwyn & Co. Ltd.**
	OT EXPRESS LINE	**Whitwill Cole & Sons Ltd.**
	P & O	Bethell Gwyn & Co. Ltd.
	Pakistan Shipping Line Ltd.	Hodder Whitwill Ltd.
	SCINDIA	**C. Shaw Lovell & Sons Ltd.**
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
Persian Gulf	M.T.O Line	F. A. Ashmead & Sons Ltd.
	POLISH OCEAN LINES	**Hodder Whitwill Ltd.**
	***SEATRAIN**	**Whitwill Cole & Co. Ltd.**
Saudi Arabia	Anchor	Hodder Whitwill Ltd.
	***SEATRAIN**	**Whitwill Cole & Co. Ltd.**
South East Asia	**NOR U.K.**	**Nor U.K. Cargo Services Ltd.**
	***ODDESSA OCEAN CONTAINER LINE**	**C. Shaw Lovell & Sons Ltd.**
Yemen	Anchor	Hodder Whitwill Ltd.

Liner Services

AFRICA

Country	*Line*	*Owners or Agents in Bristol*
East Coast	**BESTA**	**C. Shaw Lovell & Sons Ltd.**
	CLAN	**Bethell Gywn & Co. Ltd.**
	Companhia Nacional de Navegacao	Whitwill & Co. Ltd.
	Eastern Africa National Shipping Line	Cory Bros. Shipping Ltd.
	Gdynia America Line	Hodder Whitwill Ltd.
	Hall	Hodder Whitwill Ltd.
	HARRISON	**Bethel Gwyn & Co. Ltd.**
	POLISH OCEAN LINES	**Hodder Whitwill Ltd.**
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
North Coast	Moss-Hutchison	Bethell Gwyn & Co. Ltd.
South Coast	**CLAN**	**Bethell Gwyn & Co. Ltd.**
	GEARBULK LTD.	**Evan Thomas Radcliffe**
	Hall	Hodder Whitwill Ltd.
	HARRISON	**Bethell Gwyn & Co. Ltd.**
	Safmarine	Sir William Reardon Smith & Sons Ltd.
	***ST. HELENA SHIPPING CO.**	**F. A. Ashmead & Son Ltd.**
Sudan	Anchor	Hodder Whitwill Ltd.
	Brocklebank	Hodder Whitwill Ltd.
	Hall	Hodder Whitwill Ltd.
	Sudan	Bethell Gwyn & Co. Ltd.
	VEB DEUTSCHE SEEREEDEREI	**Cory Bros. Shipping Ltd.**
West Coast	**BLACK STAR**	**C. Shaw Lovell & Sons Ltd.**
	ELDER DEMPSTER	**Hodder Whitwill Ltd.**
	Guinea Gulf	Hodder Whitwill Ltd.
	Hoegh	Hodder Whitwill Ltd.
	Nigerian National Lines	Hodder Whitwill Ltd.
	Palm	Hodder Whitwill Ltd.
	Volta Lines	Tideway Shipping Agencies
St. Helena and Ascension	***ST. HELENA SHIPPING CO.**	**F. A. Ashmead & Son Ltd.**



AMERICA

Country	*Line*	*Owners or Agents in Bristol*
Canada, Atlantic Coast	Arctic Steamship	C. Shaw Lovell & Sons Ltd.
	Chimo Shipping	C. Shaw Lovell & Sons Ltd.
	***MENAV**	**Cory Bros. Shipping Ltd.**
Canada, Pacific Coast	Anglo Canadian	C. Shaw Lovell & Sons Ltd.
	GEARBULK LTD.	**Evan Thomas Radcliffe**
North America, Atlantic Coast	***SEATRAIN**	**Whitwill Cole & Co. Ltd.**
	***TRANS FREIGHT LINES**	**Johnson Stevens Agencies Ltd.**
North America, Pacific Coast	Anglo Canadian	C. Shaw Lovell & Sons Ltd.
U.S. Gulf	***BALTGULF LINE**	**C. Shaw Lovell & Sons Ltd.**
South America, East Coast	Blue Star	Hodder Whitwill Ltd.
	Booth	Hodder Whitwill Ltd.
	Houlder	Brantford International Ltd.
	LLOYD BRASILEIRO	**C. Shaw Lovell & Sons Ltd.**
	LAMPORT & HOLT	**Hodder Whitwill Ltd.**
	Royal Mail Line	Brantford International Ltd.
South America, West Coast	Baltic Shipping Co.	C. Shaw Lovell & Sons Ltd.
	PACIFIC STEAM NAV.	**Brantford International Ltd.**
Jamaica	Royal Mail Line	Brantford International Ltd.
West Indies	Harrison	Bethell Gwyn & Co. Ltd.

AUSTRALASIA

Country	*Line*	*Owners or Agents in Bristol*
Australia	**BLUE STAR**	**Hodder Whitwill Ltd.**
	P & O	Bethell Gwyn & Co. Ltd.
	POLISH OCEAN LINES	**Hodder Whitwill Ltd.**
	PORT	**Hodder Whitwill Ltd.**
	SHAW-SAVILL/O.C.L. residual service	**Brantford International Ltd.**
New Zealand	**BLUE STAR**	**Hodder Whitwill Ltd.**
	Lauritzen Peninsular Reefers	C. Shaw Lovell & Sons Ltd.
	P & O	Bethell Gwyn & Co. Ltd.
	PORT	**Hodder Whitwill Ltd.**
	SHAW-SAVILL/O.C.L residual service	**Brantford International Ltd.**

COASTWISE AND CANAL SERVICES

Country	*Line*	*Owners or Agents in Bristol*
Bristol Channel Ports		F. A. Ashmead & Sons Ltd. T. R. Brown & Sons Ltd.
Severn Navigation and Canal		F. A. Ashmead & Sons Ltd. T. R. Brown & Sons Ltd.

Maritime Directory

British Sailors Society, 126 Portview Road, Avonmouth, Bristol BS11 9JB
Regional Chaplain: Revd. Desmond Head
Port Missionary: Mr. A. Kenneth Bradley
Asian Seafarers' Centre:
Tel. Avonmouth 823331

Department of Trade, Marine Survey Office, Stuart House, 16 Union Street, Bristol BS1 2DG. Ship Surveyor: Mr. R. G. Thomas
Tel. Bristol 20161, after hours
Portishead 842512

Department of Trade, Mercantile Marine Office, Post Office Buildings, Avonmouth, Bristol BS11 9EX. Tel. Avonmouth 822931

General Council of British Shipping, Gloucester Road, Avonmouth, Bristol BS11 9AQ. Manager: Mr. C. G. Jackson.
Tel. Avonmouth 822507

H.M. Customs and Excise, Sun Alliance House, Colston Avenue, Bristol BS1 4TD. Collector: D. S. Frampton, Deputy Collector: G. H. Gilbert, D.F.C., Assistant Collector: J. P. Bannister. Tel. Bristol 26091

H.M. Customs and Excise, Custom House, Avonmouth Docks, Avonmouth, Bristol BS11 9DX. Surveyor Warehouses: M. J. Aubin, Surveyor Custom House & E.P.U.: A. H. Pine. Surveyor General Customs: D. A. Ellacott. Tel. Avonmouth 826451

H.M. Immigration Office, Post Office Buildings, Avonmouth, Bristol BS11 9EX.
Tel. Avonmouth 823157
H.M. Immigration Office, Bristol Airport, Lulsgate, Bristol BS19 3DU.
Tel. Lulsgate 2843

Lloyd's Agents: Hodder Whitwill Ltd., Gloucester Road, Avonmouth, Bristol BS11 9BH. Surveyor: Captain C. R. Jotcham
Tel. Avonmouth 823671

Lloyd's Register of Shipping, 'St. Vincent', Combe Road, Portishead, Bristol BS20 9BJ. Senior Ship and Engine Surveyor: A. T. Mitchell. Tel. Portishead 844297

Meteorological Office: R.A.F. Filton, Gloucester Road, Patchway, Bristol BS12 5DE. Local Forecasts: Bristol 8091. Forecaster available on 0452 855566

Missions to Seamen. 'Flying Angel House', 124 Portview Road, Avonmouth, Bristol BS11 9JB. Reader: D. J. McCombe. Tel. Avonmouth 822122 (office) and 828566 (Chaplain's home)

National Dock Labour Board, 141 – 149 Hotwell Road, Bristol BS8 4RX. Manager: E. Walton. Tel. Bristol 27411

National Dock Labour Board, Avonmouth Dock, Avonmouth, Bristol BS11 9DE. Executive Officer: D. T. Price. Tel. Avonmouth 823129

National Union of Seamen, Gloucester Road, Avonmouth, Bristol BS11 9AQ. Secretary: Mr. D. Tedder. Tel. Avonmouth 822066

Naval Regional Office (Wales and South Western), Washington House, Great George Street, Bristol 1. Regional Officer: Captain W. R. D. Gerard-Pearse, C.B.E., M.V.O., R.N. Tel. Bristol 291635

Hon. Naval Liaison Officer for the Port, Port of Bristol Authority, St. Andrew's Road, Avonmouth, Bristol BS11 9DQ. Liaison Officer: Lieut. Commander J. Osborn-Clarke, R.N. Tel. Avonmouth 823681

Port of Bristol Channel Pilots' Company Ltd., 1st Floor, Cory Ship Towage Ltd., Avonmouth Docks, Bristol BS11 9DH. Secretary: Selwyn Hitchen. Tel. Avonmouth 823884

Consuls and Vice Consuls in Bristol

BELGIUM
P. F. Ashmead, Consul, 30 Meadow Street, Avonmouth, BS11 9AR. Tel. Avonmouth 822736

CHILE
R. T. L. Arentsen, Hon. Consul, 16 Normanton Road, Clifton, Bristol BS8 2TY. Tel. 33236

DENMARK
B. Fletcher, Hon. Consul, Portview Road, Avonmouth, BS11 9YX. Tel. Avonmouth 825081

FINLAND
J. S. Parsons, Vice-Consul, 117 High Street, Shirehampton, BS11 0DE. Tel. Avonmouth 822412

FRANCE
J. Avery, Hon. Consular Agent, 7 Park Street, Bristol. Tel. 24015

GERMANY
J. Langman, Consul, 13 St. Thomas Street, Bristol BS1 6JS. Tel. 294364

GREECE
Vice-Consul, Gloucester Road, Avonmouth, BS11 9BH. Tel. Avonmouth 823671

ICELAND
F. W. C. Pitt, LL.B., Consul, 9 Whiteladies Road, Bristol BS8 1NN. Tel. 38205

ITALY
Mrs. M. Gonzales, Hon. Consular Agent, 21 Cromwell Road, Bristol BS6 5HD. Tel. 47891

NETHERLANDS
V. Griffey, Vice-Consul, 129 Cumberland Road, Bristol BS1 6XR. Tel. 294151

NORWAY
B. Fletcher, Hon. Consul, Portview Road, Avonmouth, BS11 9YX. Tel. Avonmouth 825081

PORTUGAL
V. Griffey, Vice-Consul, 129 Cumberland Road, Bristol BS1 6XR. Tel. 294151

SPAIN
D. A. Street, Vice-Consul, 28 Appledore Close, Whitchurch Park, Bristol. Tel. 833353

SWEDEN
B. Fletcher, Hon. Consul, Portview Road, Avonmouth, BS11 9YX. Tel. Avonmouth 825081

Shipowners and Agents in Bristol

F. A. Ashmead & Sons Ltd.
30 Meadow Street, Avonmouth BS11 9AR
Tel. Avonmouth 825160 & 825181 Telex 44265

Bethell Gwyn & Co. Ltd.
Junction Cut, R. E. Dock, Avonmouth BS11 9DH
Tel. Avonmouth 826644 Telex 44792 & 449589

Brantford International Ltd.
Brantford House, P.O. Box 27, Portview Road,
Avonmouth BS11 9RH. Tel. Avonmouth 827881
Telex 44152 & 44704

Bristol Channel Line Ltd.
Albion Dockyard, Cumberland Road,
Bristol BS1 6RX. Tel. 24101 Telex 44150

Bristol Seaway Ltd.
'N' Berth, Avonmouth (Old) Dock, Avonmouth
BS11 9BX. Tel. Avonmouth 827161 Telex 44784

T. R. Brown & Sons Ltd.
4 and 5 The Grove, Bristol BS1 4QZ. Tel 21311

A. R. Cann & Co. Ltd.
Gloucester Road, Avonmouth BS11 9BH
Tel. Avonmouth 823671 Telex 44168 & 44718

Central Seaways (Avon) Ltd.
Gordano Quay, Royal Portbury Dock, Portbury
BS20 9XF. Tel. Pill 3862 Telex 449862

Henry W. Collingwood Ltd.
Chittening Trading Estate, Avonmouth BS11 0YB
Tel. Avonmouth 822365, 822411, 824268
Telex 44306

Cory Bros. Shipping Ltd.
Portview Road, Avonmouth BS11 9YX
Tel. Avonmouth 825081 Telex 44129

Cory Ship Towage Ltd.
Junction Cut, Avonmouth BS11 9DH
Tel. Avonmouth 822021/2

Evan Thomas Radcliffe & Co. Ltd.
26 Gloucester Road, Avonmouth BS11 9ZF
Tel. Avonmouth 824811/2 Telex 444211

General Freight Co. Ltd.
Midland Bank Chambers,
7 Gloucester Road, Avonmouth BS11 9AD
Tel. Avonmouth 822704, 823092 Telex 449293

Hodder Whitwill Ltd.
Gloucester Road, Avonmouth BS11 9BH
Tel. Avonmouth 823671 Telex 44168 & 44718

Johnson Stevens (Agencies) Ltd.
Port of Bristol Authority Offices,
Royal Portbury Dock BS20 9XF
Tel. Pill 4585/9 Telex 444648

Lambert Bros. (Ship Agencies) Ltd.
Gloucester Road, Avonmouth BS11 9BH
Tel. Avonmouth 823671 Telex 44168 & 44718

NHT Shipping
Unit 3, St. Andrew's Trading Estate, Third Way,
Avonmouth BS11 9YE Tel. Avonmouth 827781

Nor U.K. Cargo Services Ltd.
Pearce Mill Office,
R. E. Dock, Avonmouth BS11 9AT
Tel. Avonmouth 821151/4 Telex 444551

Sir William Reardon Smith & Sons Ltd.
Avonmouth Docks, Avonmouth BS11 9DG
Tel. Avonmouth 823251

C. Shaw Lovell & Sons Ltd.
Avonmouth Docks, Avonmouth BS11 9DG
Tel. Avonmouth 823251

Stewart & Esplen Ltd.
38 High Street, Bristol BS1 2AS
Tel. 26375 Telex 44235

K. H. Thomas (Shipping) Ltd.
Avonmouth Docks, Avonmouth BS11 9DG
Tel. Avonmouth 823251

Tideway Agencies Ltd.
24 Gloucester Road, Avonmouth BS11 9AD
Tel. Avonmouth 824691/2 Telex 449665

Vogt & Maguire Ltd.
Gloucester Road, Avonmouth BS11 9BH
Tel. Avonmouth 823671 Telex 44168 & 44718

Whitwill Cole & Co. Ltd.
Portview Road, Avonmouth BS11 9YX
Tel. Avonmouth 825081 Telex 44129

Trade and Commerce Associations

Evidence of the established position of Bristol as a marketing, distributing and transport centre is shown in the following list of associations of various trades domiciled in the Port area.

BRISTOL CHAMBER OF COMMERCE INDUSTRY AND SHIPPING
Chief Executive: G. J. Shore, F.C.I.S.
16 Clifton Park, Bristol BS8 3BY

Telephone: 37081 (5 lines) (STD 0272).
Telex 449752 Chacom G

Trade associations and companies with business interests in the Port are represented on the Chamber's Docks Advisory Committee which meets regularly. The Chamber also nominates representatives to the Port Advisory Board.

The Chamber's Overseas Trade Department organises frequent officially-supported Trade Missions to all parts of the world. A comprehensive library is available to its member companies and firms, together with a marketing information and advisory service on all aspects of exporting and importing. The Department arranges meetings, courses and seminars throughout the year on international trade affairs.

The Chamber provides a complete service on export documentation (all countries including EEC, the Arab States and EFTA), advising on correct paper work, Embassy charges and the completion of the Certificates of Origin and Preferential Movement Certificates which are provided. Certificates, invoices and other documents are attested. ATA carnets are issued.

The Chamber's Trade Information Department provides a complete information service to its member companies and firms. Marketing and distribution information is available, together with assistance on such matters as finding trade names, tracing companies and products throughout the UK. A complete range of British Standard Institution Publications are held for sale, and a Group Telex scheme is operated.

CHAMBER & AFFILIATED ASSOCIATIONS LIST

Bristol Corn and Feed Trade Association Ltd.
Director and Secretary: Mr. F. A. Primavesi
10 Queen Square, Bristol BS1 4NU. Tel. 22567

Bristol Hotels' Association
Secretary: Miss Jill Dunne, Hawthorns Hotel, Woodland Road, Bristol BS8 1UB. Tel. 38342

Bristol Printing Industries' Association
Secretary: Mr. T. Jones-Sandell, 3rd Floor, Aylward House, Wine Street, Bristol BS1 2ED. Tel. 211721

Bristol Steamship Owners' Association
Secretary: Mr. J. A. White, Brantford House, P.O. Box 27, Portview Road, Avonmouth, Bristol BS11 9RH. Tel. Avonmouth 827881

Bristol Timber Importers' Association
Secretary: Mr. P. J. Hodson, Bambergers (Timber & Plywood) Ltd., Smoke Lane, Avonmouth, Bristol. Tel. Avonmouth 821141

Bristol and West of England Engineering Manufacturers' Association
Secretary: Mr. C. W. Awmack, BEMA House, 4 Broad Plain, Bristol BS2 0NG. Tel. 25930

Bristol and West of England Fruit & Potato Trades' Association
Secretary: Mr. E. J. New, c/o The Bristol Wholesale Fruit Centre, Albert Crescent, St. Philip's Marsh, Bristol BS2 0YQ. Tel. 773674/5

Bristol and West of England Provision Trade Association
Secretary: Mr. J. E. Bessell, 84 Hillside Road, St. George, Bristol BS5 7PF Tel. 655265

Bristol and West Grocers' Association
Secretary: Mr. W. D. Holiday, 39 Kingsholm Road, Westbury-on-Trym, Bristol BS10 5LJ. Tel. 507344

Federation of Master Builders (South-West Region)
Secretary: Mr. E. Davis, B.Sc., 1 St. Paul's Road, Bristol BS8 1LZ. Tel. 36891

National Federation of Building Trade Employers (Bristol Association)
Secretary: Mr. A. R. Townley, 22 Richmond Hill, Bristol BS8 1BD. Tel. 311161

Retail Fruit Trades Federation (Bristol Branch)
Secretary: Mrs. Shenton, 2 Walliscote Avenue, Henleaze, Bristol BS9 4SA. Tel. 626589

Road Haulage Association
Secretary: Mr. J. F. Cox, Roadway House, 20 Church Road, Redfield, Bristol BS5 9HZ. Tel. 553311/2

OTHER TRADE ASSOCIATIONS

Bristol & District Shipbuilders' & Ship Repairers' Association
Chairman: R. Hill, Jefferies (Avonmouth) Ltd., R.E. Dry Dock, Avonmouth Docks. Tel. Avonmouth 823422

Bristol Bargeowners' Committee
Hon. Secretary: c/o B. Perry & Sons Ltd., Junction Cut, Avonmouth Docks, Bristol BS11 9DH.

Bristol Grain Importers' Defence Association
Director and General Manager: F. A. Primavesi, 10 Queen Square, Bristol BS1 4NU.

General Council of British Shipping
Local Manager: C. G. Jackson, Gloucester Road, Avonmouth, Bristol BS11 9AQ.
Tel. Avonmouth 822507

Bristol Tugowners' Committee
Hon. Secretary: R. J. Stevenson, c/o C. J. King & Sons (Tugs) Ltd., Junction Cut, Avonmouth Docks, Tel. Avonmouth 827871

Confederation of British Industry, Western Region
Secretary: C. J. Curtis, 8 – 10 Whiteladies Road, Bristol BS8 1NZ. Tel. 37065

Department of Employment
Manager: Employment Exchange, 20 Gloucester Road, Avonmouth, Bristol BS11 9AD.
Tel. Avonmouth 823456

Engineering and Allied Employers' West of England Association
Director and Chief Executive: S. J. West, Engineers House, The Promenade, Clifton, Bristol BS8 3NB. Tel. 39131

Freight Transport Association Ltd. (South West Region)
Regional Controller: T. J. Barnes, Hermes House, Queen's Avenue, Bristol BS8 1SE. Tel. 312187

Port of Bristol Channel Pilots Company Ltd.
Secretary: Selwyn Hitchen, 1st Floor, Cory Ship Towage Ltd., Avonmouth Docks, Bristol BS11 9DH.
Tel. Avonmouth 823884

Port of Bristol Employers' Association
Director: K. E. Oaten, Avonmouth Docks, Avonmouth, Bristol BS11 9DH.
Tel. Avonmouth 825606, 825994

Port of Bristol Master Stevedores' Association
Secretary: K. Dansie, C. J. King & Co. Ltd., Avonmouth Docks, BS11 9DH.
Tel. Avonmouth 822511

U.K. Agricultural Supply Trade Association Ltd., Western Region
Regional Secretary: F. A. Primavisi, 10 Queen Square, Bristol BS1 4NU.
Tel. Bristol 22567

South-Western Miller's Association
Secretary: P. W. Hort, A.C.A., 16 Oakfield Road, Bristol BS8 2AW. Tel. 30291

Ocean Distances

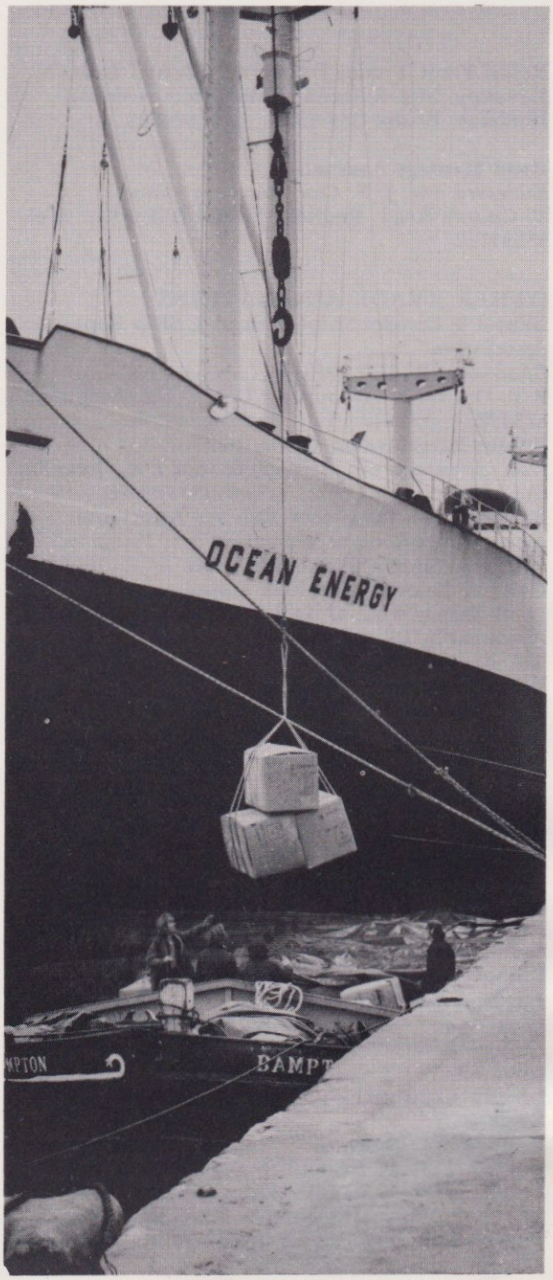
Table showing the Port's Advantage, in Nautical Miles, over other British Ports

	From Bristol (Avonmouth)	Bristol's advantage in nautical miles over L'don	L'pool	Hull
Adelaide	10,597	155	109	275
Barcelona	1,667	155	109	275
Basra	6,448	155	109	275
Bombay	6,111	162	116	282
Buenos Aires	6,139	152	102	272
Callao	5,897	233	19	353
Cape Town	5,966	155	109	275
Casablanca	1,183	155	109	275
Chicago	4,100	252	25	372
Columbo	6,553	155	109	275
Djakarta	8,361	155	109	275
Freetown	2,860	155	109	275
Halifax	2,484	252	25	372
Hobart	11,058	155	109	275
Hong Kong	9,533	155	109	275
Kingston (Jamaica)	4,026	233	19	353
Lagos	3,958	155	109	275
Lisbon	886	155	109	275
Marseilles	1,843	155	109	275
Mombassa	6,045	155	109	275
Montreal	2,922	252	25	372
Naples	2,129	155	109	275
New York	3,049	252	25	372
Panama	4,552	233	19	353
Port Said	3,059	155	109	275
Rangoon	7,783	155	109	275
Rio de Janeiro	5,043	152	102	272
San Francisco	7,827	233	19	353
Shanghai	10,278	155	109	275
Sydney	11,379	155	109	275
Vancouver	8,618	233	19	353
Wellington (P)	11,062	233	19	353
Yokohama	10,995	155	109	275

(P) via Panama Canal.
Where appropriate, other distances are via Suez.

Distances and Lorry Times from BRISTOL (Avonmouth) to	Miles	Motorway miles	Av. time
LONDON	116	116	3 hrs.
BIRMINGHAM	87	87	2 hrs.
MANCHESTER	159	159	4 hrs.
GLASGOW	365	280	9 hrs.
EXETER	75	73	2 hrs.

All times worked out at 40 m.p.h. to cover motorway and 'A' class roads.



Official Publications

Annual Report and Accounts

Handbook of the Port of Bristol (Annually)

Brochures

Facts and Figures Relating to the Port

Principal Schedules of Charges:
Dues on Goods
Dues on Vessels
Labourage and Warehousing Charges on:
- Canned Goods
- Coffee
- Exports
- Feeding Stuffs for Livestock
- Forest Products (Unitised) R.P.D.
- Frozen Meat
- General Goods and Containers
- Grain in Bulk
- Timber

Cranage
Overtime Charges etc.

General Regulations and Conditions:
Warehousing and Handling of Goods

Conditions of Carriage:
Goods conveyed over Docks Railways

By-Laws:
Royal Edward and Avonmouth Docks and Royal Portbury Dock.
General By-Laws

City Docks
Floating Harbour
General By-Laws
Lights and Signals—Floating Harbour

Portishead Dock
General By-Laws

River Avon
Navigation of
Lights and Signals

General
Petroleum Spirit, Carbide of Calcium and Petroleum
Explosives
Discharge of Waste into Docks
Dock Pilots
Boatmen and Hobblers
Mechanically Propelled Vehicles
Pleasure Craft

Tide tables for the Port of Bristol

APRIL 1980

Days	MORNING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock	EVENING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
TU 1	07 48	17.3	13.5	9.9	20 09	17.4	13.6	10.0
W 2	08 21	17.4	13.6	10.0	20 37	17.5	13.7	10.1
TH 3	08 48	17.5	13.7	10.1	21 03	17.5	13.7	10.1
F 4	09 14	17.4	13.6	10.0	21 26	17.2	13.4	9.8
SA 5	09 37	17.0	13.2	9.6	21 50	16.7	12.9	9.3
SU 6	10 03	16.4	12.6	9.0	22 20	16.0	12.2	8.6
M 7	10 37	15.6	11.8	8.2	23 02	15.3	11.5	7.9
TU 8	11 28	14.9	11.1	7.5	—	—	—	—
W 9	00 05	14.7	10.9	7.3	12 45	14.5	10.7	7.1
TH 10	01 37	14.6	10.8	7.2	14 26	14.7	10.9	7.3
F 11	03 17	15.3	11.5	7.9	15 57	15.7	11.9	8.3
SA 12	04 35	16.4	12.6	9.0	17 08	16.7	12.9	9.3
SU 13	05 36	17.5	13.7	10.1	18 06	17.6	13.8	10.2
M 14	06 32	18.2	14.4	10.8	18 57	18.3	14.5	10.9
TU 15	07 22	18.7	14.9	11.3	19 44	18.6	14.8	11.2
W 16	08 09	18.9	15.1	11.5	20 25	18.7	14.9	11.3
TH 17	08 51	18.8	15.0	11.4	21 02	18.5	14.7	11.1
F 18	09 29	18.3	14.5	10.9	21 38	17.8	14.0	10.4
SA 19	10 06	17.4	13.6	10.0	22 14	16.9	13.1	9.5
SU 20	10 43	16.4	12.6	9.0	22 55	16.0	12.2	8.6
M 21	11 27	15.4	11.6	8.0	23 46	15.1	11.3	7.7
TU 22	—	—	—	—	12 23	14.6	10.8	7.2
W 23	00 50	14.5	10.7	7.1	13 37	14.3	10.5	6.9
TH 24	02 12	14.4	10.6	7.0	15 04	14.5	10.7	7.1
F 25	03 37	14.8	11.0	7.4	16 18	15.2	11.4	7.8
SA 26	04 41	15.6	11.8	8.2	17 12	15.9	12.1	8.5
SU 27	05 28	16.2	12.4	8.8	17 54	16.5	12.7	9.1
M 28	06 07	16.5	12.7	9.1	18 30	16.8	13.0	9.4
TU 29	06 42	16.8	13.0	9.4	19 04	17.0	13.2	9.6
W 30	07 18	17.0	13.2	9.6	19 38	17.3	13.5	9.9

MAY 1980

Days	MORNING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock	EVENING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
TH 1	07 51	17.2	13.4	9.8	20 09	17.4	13.6	10.0
F 2	08 23	17.3	13.5	9.9	20 38	17.4	13.6	10.0
SA 3	08 53	17.3	13.5	9.9	21 06	17.2	13.4	9.8
SU 4	09 22	17.0	13.2	9.6	21 38	16.9	13.1	9.5
M 5	09 54	16.6	12.8	9.2	22 15	16.3	12.5	8.9
TU 6	10 34	16.0	12.2	8.6	23 01	15.7	11.9	8.3
W 7	11 27	15.4	11.6	8.0	—	—	—	—
TH 8	00 03	15.3	11.5	7.9	12 38	15.0	11.2	7.6
F 9	01 24	15.1	11.3	7.7	14 06	15.1	11.3	7.7
SA 10	02 51	15.6	11.8	8.2	15 28	15.7	11.9	8.3
SU 11	04 05	16.4	12.6	9.0	16 38	16.6	12.8	9.2
M 12	05 08	17.2	13.4	9.8	17 37	17.3	13.5	9.9
TU 13	06 05	17.8	14.0	10.4	18 30	17.9	14.1	10.5
W 14	06 58	18.2	14.4	10.8	19 18	18.3	14.5	10.9
TH 15	07 46	18.4	14.6	11.0	20 01	18.4	14.6	11.0
F 16	08 30	18.3	14.5	10.9	20 40	18.2	14.4	10.8
SA 17	09 08	17.9	14.1	10.5	21 15	17.7	13.9	10.3
SU 18	09 46	17.3	13.5	9.9	21 54	17.0	13.2	9.6
M 19	10 24	16.5	12.7	9.1	22 36	16.2	12.4	8.8
TU 20	11 05	15.7	11.9	8.3	23 24	15.4	11.6	8.0
W 21	11 55	15.0	11.2	7.6	—	—	—	—
TH 22	00 18	14.9	11.1	7.5	12 55	14.6	10.8	7.2
F 23	01 23	14.6	10.8	7.2	14 06	14.5	10.7	7.1
SA 24	02 34	14.7	10.9	7.3	15 16	14.8	11.0	7.4
SU 25	03 40	15.1	11.3	7.7	16 14	15.4	11.6	8.0
M 26	04 33	15.6	11.8	8.2	17 03	15.9	12.1	8.5
TU 27	05 20	16.0	12.2	8.6	17 47	16.4	12.6	9.0
W 28	06 02	16.4	12.6	9.0	18 27	16.8	13.0	9.4
TH 29	06 44	16.7	12.9	9.3	19 05	17.1	13.3	9.7
F 30	07 22	17.0	13.2	9.6	19 40	17.3	13.5	9.9
SA 31	07 59	17.2	13.4	9.8	20 17	17.4	13.6	10.0

JUNE 1980

Days	MORNING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock	EVENING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
SU 1	08 36	17.3	13.5	9.9	20 52	17.3	13.5	9.9
M 2	09 13	17.2	13.4	9.8	21 33	17.1	13.3	9.7
TU 3	09 53	16.9	13.1	9.5	22 15	16.8	13.0	9.4
W 4	10 38	16.5	12.7	9.1	23 05	16.3	12.5	8.9
TH 5	11 28	16.0	12.2	8.6	—	—	—	—
F 6	00 01	15.9	12.1	8.5	12 30	15.5	11.7	8.1
SA 7	01 07	15.7	11.9	8.3	13 41	15.4	11.6	8.0
SU 8	02 22	15.8	12.0	8.4	14 56	15.6	11.8	8.2
M 9	03 34	16.2	12.4	8.8	16 05	16.2	12.4	8.8
TU 10	04 39	16.7	12.9	9.3	17 07	16.8	13.0	9.4
W 11	05 40	17.2	13.4	9.8	18 03	17.4	13.6	10.0
TH 12	06 36	17.6	13.8	10.2	18 53	17.7	13.9	10.3
F 13	07 25	17.8	14.0	10.4	19 38	17.9	14.1	10.5
SA 14	08 09	17.8	14.0	10.4	20 19	17.9	14.1	10.5
SU 15	08 50	17.6	13.8	10.2	20 58	17.6	13.8	10.2
M 16	09 27	17.2	13.4	9.8	21 36	17.1	13.3	9.7
TU 17	10 05	16.7	12.9	9.3	22 16	16.5	12.7	9.1
W 18	10 45	16.1	12.3	8.7	22 58	15.9	12.1	8.5
TH 19	11 24	15.5	11.7	8.1	23 41	15.4	11.6	8.0
F 20	—	—	—	—	12 08	15.0	11.2	7.6
SA 21	00 28	14.9	11.1	7.5	13 01	14.6	10.8	7.2
SU 22	01 24	14.6	10.8	7.2	14.01	14.5	10.7	7.1
M 23	02 27	14.6	10.8	7.2	15 05	14.7	10.9	7.3
TU 24	03 29	15.0	11.2	7.6	16 04	15.3	11.5	7.9
W 25	04 28	15.5	11.7	8.1	17 00	15.9	12.1	8.5
TH 26	05 22	16.0	12.2	8.6	17 50	16.5	12.7	9.1
F 27	06 11	16.5	12.7	9.1	18 36	17.0	13.2	9.6
SA 28	06 57	16.9	13.1	9.5	19 18	17.3	13.5	9.9
SU 29	07 40	17.2	13.4	9.8	19 59	17.6	13.8	10.2
M 30	08 22	17.4	13.6	10.0	20 42	17.6	13.8	10.2

JULY 1980

Days	MORNING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock	EVENING Time G.M.T.	Avonmouth R.P. Dock	Avonmouth R.E. Dock	P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
TU 1	09 06	17.5	13.7	10.1	21 26	17.6	13.8	10.2
W 2	09 51	17.3	13.5	9.9	22 13	17.3	13.5	9.9
TH 3	10 35	17.0	13.2	9.6	23 01	17.0	13.2	9.6
F 4	11 22	16.5	12.7	9.1	23 49	16.5	12.7	9.1
SA 5	—	—	—	—	12 13	15.9	12.1	8.5
SU 6	00 46	16.0	12.2	8.6	13 13	15.5	11.7	8.1
M 7	01 52	15.6	11.8	8.2	14 22	15.3	11.5	7.9
TU 8	03 05	15.7	11.9	8.3	15 34	15.7	11.9	8.3
W 9	04 16	16.1	12.3	8.7	16 43	16.2	12.4	8.8
TH 10	05 20	16.6	12.8	9.2	17 43	16.8	13.0	9.4
F 11	06 17	17.0	13.2	9.6	18 37	17.3	13.5	9.9
SA 12	07 07	17.3	13.5	9.9	19 22	17.6	13.8	10.2
SU 13	07 51	17.4	13.6	10.0	20 03	17.6	13.8	10.2
M 14	08 31	17.4	13.6	10.0	20 41	17.5	13.7	10.1
TU 15	09 10	17.3	13.5	9.9	21 19	17.3	13.5	9.9
W 16	09 47	17.0	13.2	9.6	21 55	16.9	13.1	9.5
TH 17	10 21	16.6	12.8	9.2	22 30	16.4	12.6	9.0
F 18	10 51	16.0	12.2	8.6	23 02	15.9	12.1	8.5
SA 19	11 23	15.4	11.6	8.0	23 36	15.2	11.4	7.8
SU 20	11 58	14.8	11.0	7.4	—	—	—	—
M 21	00 18	14.7	10.9	7.3	12 47	14.3	10.5	6.9
TU 22	01 14	14.3	10.5	6.9	13 52	14.2	10.4	6.8
W 23	02 24	14.4	10.6	7.0	15 05	14.6	10.8	7.2
TH 24	03 37	14.9	11.1	7.5	16 16	15.4	11.6	8.0
F 25	04 45	15.6	11.8	8.2	17 18	16.2	12.4	8.8
SA 26	05 45	16.4	12.6	9.0	18 13	17.0	13.2	9.6
SU 27	06 38	17.0	13.2	9.6	19 01	17.5	13.7	10.1
M 28	07 24	17.5	13.7	10.1	19 45	17.9	14.1	10.5
TU 29	08 11	17.8	14.0	10.4	20 30	18.1	14.3	10.7
W 30	08 56	17.9	14.1	10.5	21 17	18.1	14.3	10.7
TH 31	09 41	17.8	14.0	10.4	22 02	17.9	14.1	10.5

Heights expressed in metres and decimals of a metre above outer sill level.

For B.S.T. add one hour.
B.S.T. from 16th March 1980 to 26th October 1980

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All times are given in Greenwich Mean Time.

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AUGUST 1980

Days	MORNING Time G.M.T.	MORNING Avonmouth R.P. Dock	MORNING Avonmouth R.E. Dock	MORNING P'rts-head P'h'd Dock	EVENING Time G.M.T.	EVENING Avonmouth R.P. Dock	EVENING Avonmouth R.E. Dock	EVENING P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
F 1	10 24	17.5	13.7	10.1	22 46	17.4	13.6	10.0
SA 2	11 06	16.9	13.1	9.5	23 31	16.7	12.9	9.3
SU 3	11 50	16.1	12.3	8.7	—	—	—	—
M 4	00 21	15.9	12.1	8.5	12 44	15.3	11.5	7.9
TU 5	01 25	15.3	11.5	7.9	13 53	14.9	11.1	7.5
W 6	02 41	15.1	11.3	7.7	15 13	15.1	11.3	7.7
TH 7	04 02	15.4	11.6	8.0	16 29	15.7	11.9	8.3
F 8	05 10	16.1	12.3	8.7	17 33	16.4	12.6	9.0
SA 9	06 08	16.7	12.9	9.3	18 25	17.0	13.2	9.6
SU 10	06 55	17.1	13.3	9.7	19 08	17.4	13.6	10.0
M 11	07 36	17.3	13.5	9.9	19 46	17.5	13.7	10.1
TU 12	08 13	17.4	13.6	10.0	20 24	17.5	13.7	10.1
W 13	08 49	17.4	13.6	10.0	20 58	17.4	13.6	10.0
TH 14	09 23	17.2	13.4	9.8	21 30	17.2	13.4	9.8
F 15	09 52	17.0	13.2	9.6	21 59	16.8	13.0	9.4
SA 16	10 17	16.5	12.7	9.1	22 24	16.3	12.5	8.9
SU 17	10 39	15.9	12.1	8.5	22 51	15.6	11.8	8.2
M 18	11 07	15.1	11.3	7.7	23 24	14.8	11.0	7.4
TU 19	11 47	14.4	10.6	7.0	—	—	—	—
W 20	00 14	14.2	10.4	6.8	12 50	14.0	10.2	6.6
TH 21	01 26	14.0	10.2	6.6	14 14	14.2	10.4	6.8
F 22	02 55	14.5	10.7	7.1	15 40	15.0	11.2	7.6
SA 23	04 16	15.4	11.6	8.0	16 54	16.1	12.3	8.7
SU 24	05 25	16.4	12.6	9.0	17 53	17.1	13.3	9.7
M 25	06 21	17.2	13.4	9.8	18 45	17.8	14.0	10.4
TU 26	07 11	17.8	14.0	10.4	19 32	18.3	14.5	10.9
W 27	07 58	18.2	14.4	10.8	20 18	18.6	14.8	11.2
TH 28	08 42	18.3	14.5	10.9	21 03	18.6	14.8	11.2
F 29	09 24	18.2	14.4	10.8	21 46	18.3	14.5	10.9
SA 30	10 05	17.8	14.0	10.4	22 28	17.7	13.9	10.3
SU 31	10 44	17.0	13.2	9.6	23 10	16.7	12.9	9.3

SEPTEMBER 1980

Days	MORNING Time G.M.T.	MORNING Avonmouth R.P. Dock	MORNING Avonmouth R.E. Dock	MORNING P'rts-head P'h'd Dock	EVENING Time G.M.T.	EVENING Avonmouth R.P. Dock	EVENING Avonmouth R.E. Dock	EVENING P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
M 1	11 25	16.1	12.3	8.7	23 57	15.7	11.9	8.3
TU 2	—	—	—	—	12 17	15.2	11.4	7.8
W 3	00 58	14.8	11.0	7.4	13 28	14.6	10.8	7.2
TH 4	02 22	14.5	10.7	7.1	14 57	14.7	10.9	7.3
F 5	03 52	14.9	11.1	7.5	16 22	15.4	11.6	8.0
SA 6	05 04	15.8	12.0	8.4	17 26	16.3	12.5	8.9
SU 7	05 59	16.6	12.8	9.2	18 14	16.9	13.1	9.5
M 8	06 41	17.0	13.2	9.6	18 53	17.3	13.5	9.9
TU 9	07 18	17.3	13.5	9.9	19 28	17.4	13.6	10.0
W 10	07 52	17.4	13.6	10.0	20 01	17.5	13.7	10.1
TH 11	08 25	17.4	13.6	10.0	20 34	17.5	13.7	10.1
F 12	08 56	17.4	13.6	10.0	21 05	17.4	13.6	10.0
SA 13	09 22	17.2	13.4	9.8	21 30	17.1	13.3	9.7
SU 14	09 45	16.8	13.0	9.4	21 52	16.6	12.8	9.2
M 15	10 05	16.3	12.5	8.9	22 15	16.0	12.2	8.6
TU 16	10 30	15.5	11.7	8.1	22 45	15.2	11.4	7.8
W 17	11 07	14.8	11.0	7.4	23 30	14.4	10.6	7.0
TH 18	—	—	—	—	12 06	14.2	10.4	6.8
F 19	00 42	14.0	10.2	6.6	13 33	14.1	10.3	6.7
SA 20	02 21	14.3	10.5	6.9	15 12	14.8	11.0	7.4
SU 21	03 53	15.2	11.4	7.8	16.32	16.0	12.2	8.6
M 22	05 06	16.4	12.6	9.0	17 33	17.2	13.4	9.8
TU 23	06 04	17.4	13.6	10.0	18 27	18.1	14.3	10.7
W 24	06 56	18.1	14.3	10.7	19 16	18.7	14.9	11.3
TH 25	07 43	18.5	14.7	11.1	20 03	18.9	15.1	11.5
F 26	08 25	18.7	14.9	11.3	20 46	18.9	15.1	11.5
SA 27	09 06	18.5	14.7	11.1	21 28	18.5	14.7	11.1
SU 28	09 42	18.0	14.2	10.6	22 07	17.7	13.9	10.3
M 29	10 20	17.1	13.3	9.7	22 47	16.7	12.9	9.3
TU 30	11 02	16.1	12.3	8.7	23 33	15.5	11.7	8.1

OCTOBER 1980

Days	MORNING Time G.M.T.	MORNING Avonmouth R.P. Dock	MORNING Avonmouth R.E. Dock	MORNING P'rts-head P'h'd Dock	EVENING Time G.M.T.	EVENING Avonmouth R.P. Dock	EVENING Avonmouth R.E. Dock	EVENING P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
W 1	11 53	15.1	11.3	7.7	—	—	—	—
TH 2	00 34	14.6	10.8	7.2	13 03	14.4	10.6	7.0
F 3	01 59	14.2	10.4	6.8	14 37	14.4	10.6	7.0
SA 4	03 34	14.6	10.8	7.2	16 06	15.1	11.3	7.7
SU 5	04 49	15.6	11.8	8.2	17 11	16.1	12.3	8.7
M 6	05 40	16.4	12.6	9.0	17 54	16.8	13.0	9.4
TU 7	06 21	16.9	13.1	9.5	18 30	17.1	13.3	9.7
W 8	06 54	17.2	13.4	9.8	19 03	17.3	13.5	9.9
TH 9	07 26	17.3	13.5	9.9	19 35	17.3	13.5	9.9
F 10	07 57	17.4	13.6	10.0	20 08	17.4	13.6	10.0
SA 11	08 26	17.4	13.6	10.0	20 37	17.4	13.6	10.0
SU 12	08 53	17.4	13.6	10.0	21 02	17.2	13.4	9.8
M 13	09 15	17.1	13.3	9.7	21 25	16.9	13.1	9.5
TU 14	09 39	16.6	12.8	9.2	21 51	16.3	12.5	8.9
W 15	10 07	16.0	12.2	8.6	22 22	15.6	11.8	8.2
TH 16	10 45	15.3	11.5	7.9	23 07	14.9	11.1	7.5
F 17	11 42	14.6	10.8	7.2	—	—	—	—
SA 18	00 16	14.3	10.5	6.9	13 05	14.4	10.6	7.0
SU 19	01 55	14.4	10.6	7.0	14 44	14.9	11.1	7.5
M 20	03 28	15.2	11.4	7.8	16 06	16.0	12.2	8.6
TU 21	04 41	16.3	12.5	8.9	17 09	17.2	13.4	9.8
W 22	05 41	17.3	13.5	9.9	18 05	18.1	14.3	10.7
TH 23	06 34	18.1	14.3	10.7	18 56	18.6	14.8	11.2
F 24	07 22	18.5	14.7	11.1	19 45	18.9	15.1	11.5
SA 25	08 04	18.7	14.9	11.3	20 28	18.9	15.1	11.5
SU 26	08 44	18.6	14.8	11.2	21 08	18.5	14.7	11.1
M 27	09 20	18.0	14.2	10.6	21 47	17.7	13.9	10.3
TU 28	09 59	17.2	13.4	9.8	22 27	16.7	12.9	9.3
W 29	10 40	16.2	12.4	8.8	23 13	15.6	11.8	8.2
TH 30	11 32	15.3	11.5	7.9	—	—	—	—
F 31	00 10	14.7	10.9	7.3	12 37	14.6	10.8	7.2

NOVEMBER 1980

Days	MORNING Time G.M.T.	MORNING Avonmouth R.P. Dock	MORNING Avonmouth R.E. Dock	MORNING P'rts-head P'h'd Dock	EVENING Time G.M.T.	EVENING Avonmouth R.P. Dock	EVENING Avonmouth R.E. Dock	EVENING P'rts-head P'h'd Dock
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs
SA 1	01 25	14.3	10.5	6.9	14 01	14.4	10.6	7.0
SU 2	02 55	14.4	10.6	7.0	15 29	14.9	11.1	7.5
M 3	04 12	15.1	11.3	7.7	16 34	15.6	11.8	8.2
TU 4	05 05	15.9	12.1	8.5	17 21	16.3	12.5	8.9
W 5	05 48	16.5	12.7	9.1	17 57	16.7	12.9	9.3
TH 6	06 22	16.9	13.1	9.5	18 33	16.9	13.1	9.5
F 7	06 55	17.1	13.3	9.7	19 06	17.1	13.3	9.7
SA 8	07 28	17.3	13.5	9.9	19 38	17.2	13.4	9.8
SU 9	07 57	17.4	13.6	10.0	20 10	17.3	13.5	9.9
M 10	08 25	17.4	13.6	10.0	20 38	17.2	13.4	9.8
TU 11	08 53	17.2	13.4	9.8	21 06	17.0	13.2	9.6
W 12	09 23	16.9	13.1	9.5	21 37	16.6	12.8	9.2
TH 13	09 56	16.4	12.6	9.0	22 12	16.1	12.3	8.7
F 14	10 37	15.8	12.0	8.4	23 00	15.5	11.7	8.1
SA 15	11 32	15.3	11.5	7.9	—	—	—	—
SU 16	00 02	14.9	11.1	7.5	12 45	14.9	11.1	7.5
M 17	01 27	14.7	10.9	7.3	14 13	15.1	11.3	7.7
TU 18	02 54	15.2	11.4	7.8	15 34	15.9	12.1	8.5
W 19	04 09	16.0	12.2	8.6	16 39	16.9	13.1	9.5
TH 20	05 12	17.0	13.2	9.6	17 37	17.7	13.9	10.3
F 21	06 07	17.7	13.9	10.3	18 32	18.2	14.4	10.8
SA 22	06 58	18.3	14.5	10.9	19 24	18.5	14.7	11.1
SU 23	07 41	18.5	14.7	11.1	20 08	18.5	14.7	11.1
M 24	08 21	18.5	14.7	11.1	20 49	18.2	14.4	10.8
TU 25	09 00	18.0	14.2	10.6	21 29	17.7	13.9	10.3
W 26	09 39	17.4	13.6	10.0	22 09	16.9	13.1	9.5
TH 27	10 23	16.5	12.7	9.1	22 53	16.0	12.2	8.6
F 28	11 11	15.7	11.9	8.3	23 43	15.2	11.4	7.8
SA 29	—	—	—	—	12 05	15.1	11.3	7.7
SU 30	00 41	14.6	10.8	7.2	13 09	14.7	10.9	7.3

Heights expressed in metres and decimals of a metre above outer sill level.

For B.S.T. add one hour.
B.S.T. from 16th March 1980 to 26th October 1980

DECEMBER									1980	JANUARY									1981
	MORNING					EVENING					MORNING					EVENING			
		Avonmouth		P'rts-head		Avonmouth		P'rts-head				Avonmouth		P'rts-head		Avonmouth		P'rts-head	
Days	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Days	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock		
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs		Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs		
M 1	01 52	14.4	10.6	7.0	14 22	14.6	10.8	7.2	TH 1	02 49	14.3	10.5	6.9	15 16	14.6	10.8	7.2		
TU 2	03 06	14.6	10.8	7.2	15 31	15.0	11.2	7.6	F 2	03 55	14.8	11.0	7.4	16 18	15.1	11.3	7.7		
W 3	04 08	15.1	11.3	7.7	16 27	15.5	11.7	8.1	SA 3	04 53	15.5	11.7	8.1	17 13	15.7	11.9	8.3		
TH 4	04 58	15.7	11.9	8.3	17 14	16.0	12.2	8.6	SU 4	05 44	16.2	12.4	8.8	18 01	16.3	12.5	8.9		
F 5	05 41	16.3	12.5	8.9	17 55	16.4	12.6	9.0	M 5	06 28	16.8	13.0	9.4	18 46	16.8	13.0	9.4		
SA 6	06 20	16.7	12.9	9.3	18 34	16.7	12.9	9.3	TU 6	07 08	17.2	13.4	9.8	19 25	17.2	13.4	9.8		
SU 7	06 57	17.1	13.3	9.7	19 10	17.0	13.2	9.6	W 7	07 46	17.5	13.7	10.1	20 05	17.4	13.6	10.0		
M 8	07 31	17.3	13.5	9.9	19 45	17.2	13.4	9.8	TH 8	08 26	17.7	13.9	10.3	20 46	17.6	13.8	10.2		
TU 9	08 03	17.4	13.6	10.0	20 20	17.3	13.5	9.9	F 9	09 06	17.7	13.9	10.3	21 27	17.5	13.7	10.1		
W 10	08 38	17.4	13.6	10.0	20 55	17.2	13.4	9.8	SA 10	09 49	17.6	13.8	10.2	22 09	17.3	13.5	9.9		
TH 11	09 13	17.2	13.4	9.8	21 32	17.0	13.2	9.6	SU 11	10 31	17.3	13.5	9.9	22 50	16.8	13.0	9.4		
F 12	09 54	16.9	13.1	9.5	22 12	16.7	12.9	9.3	M 12	11 13	16.7	12.9	9.3	23 33	16.1	12.3	8.7		
SA 13	10 36	16.5	12.7	9.1	22 58	16.1	12.3	8.7	TU 13	—	—	—	—	12 01	16.1	12.3	8.7		
SU 14	11 25	16.0	12.2	8.6	23 50	15.5	11.7	8.1	W 14	00 25	15.4	11.6	8.0	13 02	15.4	11.6	8.0		
M 15	—	—	—	—	12 24	15.6	11.8	8.2	TH 15	01 33	14.9	11.1	7.5	14 18	15.2	11.4	7.8		
TU 16	00 56	15.1	11.3	7.7	13 37	15.4	11.6	8.0	F 16	02 54	15.0	11.2	7.6	15 40	15.5	11.7	8.1		
W 17	02 14	15.0	11.2	7.6	14 56	15.6	11.8	8.2	SA 17	04 13	15.6	11.8	8.2	16 54	16.2	12.4	8.8		
TH 18	03 31	15.5	11.7	8.1	16 08	16.3	12.5	8.9	SU 18	05 22	16.4	12.6	9.0	17 57	16.9	13.1	9.5		
F 19	04 39	16.3	12.5	8.9	17 12	16.9	13.1	9.5	M 19	06 20	17.2	13.4	9.8	18 50	17.4	13.6	10.0		
SA 20	05 41	17.1	13.3	9.7	18 12	17.5	13.7	10.1	TU 20	07 09	17.7	13.9	10.3	19 36	17.7	13.9	10.3		
SU 21	06 35	17.7	13.9	10.3	19 04	17.9	14.1	10.5	W 21	07 52	18.0	14.2	10.6	20 17	17.9	14.1	10.5		
M 22	07 22	18.1	14.3	10.7	19 50	18.1	14.3	10.7	TH 22	08 31	18.0	14.2	10.6	20 57	17.8	14.0	10.4		
TU 23	08 05	18.2	14.4	10.8	20 33	18.0	14.2	10.6	F 23	09 08	17.8	14.0	10.4	21 34	17.5	13.7	10.1		
W 24	08 43	18.0	14.2	10.6	21 12	17.7	13.9	10.3	SA 24	09 44	17.4	13.6	10.0	22 09	17.1	13.3	9.7		
TH 25	09 24	17.6	13.8	10.2	21 52	17.2	13.4	9.8	SU 25	10 19	16.9	13.1	9.5	22 39	16.5	12.7	9.1		
F 26	10 04	17.0	13.2	9.6	22 32	16.5	12.7	9.1	M 26	10 51	16.3	12.5	8.9	23 09	15.8	12.0	8.4		
SA 27	10 46	16.3	12.5	8.9	23 12	15.9	12.1	8.5	TU 27	11 20	15.6	11.8	8.2	23 41	15.0	11.2	7.6		
SU 28	11 27	15.7	11.9	8.3	23 54	15.2	11.4	7.8	W 28	11 57	14.8	11.0	7.4	—	—	—	—		
M 29	—	—	—	—	12 13	15.1	11.3	7.7	TH 29	00 22	14.3	10.5	6.9	12 46	14.2	10.4	6.8		
TU 30	00 43	14.6	10.8	7.2	13 05	14.6	10.8	7.2	F 30	01 23	13.9	10.1	6.5	13 54	14.0	10.2	6.6		
W 31	01 42	14.3	10.5	6.9	14 08	14.4	10.6	7.0	SA 31	02 41	14.1	10.3	6.7	15 16	14.3	10.5	6.9		

FEBRUARY									1981	MARCH									1981
	MORNING					EVENING					MORNING					EVENING			
		Avonmouth		P'rts-head		Avonmouth		P'rts-head				Avonmouth		P'rts-head		Avonmouth		P'rts-head	
Days	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Days	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock	Time G.M.T.	R.P. Dock	R.E. Dock	P'h'd Dock		
	Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs		Hr Min	Mtrs	Mtrs	Mtrs	Hr Min	Mtrs	Mtrs	Mtrs		
SU 1	04 00	14.7	10.9	7.3	16 30	15.1	11.3	7.7	SU 1	01 33	13.8	10.0	6.4	14 14	14.0	10.2	6.6		
M 2	05 08	15.7	11.9	8.3	17 32	16.0	12.2	8.6	M 2	03 09	14.3	10.5	6.9	15 49	14.7	10.9	7.3		
TU 3	06 03	16.5	12.7	9.1	18 24	16.7	12.9	9.3	TU 3	04 32	15.3	11.5	7.9	17 04	15.8	12.0	8.4		
W 4	06 49	17.2	13.4	9.8	19 10	17.3	13.5	9.9	W 4	05 37	16.4	12.6	9.0	18 03	16.8	13.0	9.4		
TH 5	07 32	17.8	14.0	10.4	19 52	17.7	13.9	10.3	TH 5	06 28	17.3	13.5	9.9	18 52	17.5	13.7	10.1		
F 6	08 13	18.1	14.3	10.7	20 34	18.0	14.2	10.6	F 6	07 14	18.0	14.2	10.6	19 37	18.1	14.3	10.7		
SA 7	08 56	18.3	14.5	10.9	21 17	18.1	14.3	10.7	SA 7	07 58	18.5	14.7	11.1	20 20	18.4	14.6	11.0		
SU 8	09 37	18.3	14.5	10.9	21 57	17.9	14.1	10.5	SU 8	08 41	18.8	15.0	11.4	21 01	18.5	14.7	11.1		
M 9	10 18	17.9	14.1	10.5	22 35	17.3	13.5	9.9	M 9	09 23	18.7	14.9	11.3	21 39	18.2	14.4	10.8		
TU 10	10 57	17.2	13.4	9.8	23 13	16.5	12.7	9.1	TU 10	10 01	18.2	14.4	10.8	22 15	17.6	13.8	10.2		
W 11	11 40	16.3	12.5	8.9	23 58	15.6	11.8	8.2	W 11	10 40	17.4	13.6	10.0	22 52	16.7	12.9	9.3		
TH 12	—	—	—	—	12 32	15.4	11.6	8.0	TH 12	11 20	16.3	12.5	8.9	23 37	15.7	11.9	8.3		
F 13	00 59	14.8	11.0	7.4	13 48	14.8	11.0	7.4	F 13	—	—	—	—	12 12	15.3	11.5	7.9		
SA 14	02 25	14.6	10.8	7.2	15 20	14.9	11.1	7.5	SA 14	00 37	14.8	11.0	7.4	13 27	14.6	10.8	7.2		
SU 15	03 55	15.1	11.3	7.7	16 43	15.6	11.8	8.2	SU 15	02 04	14.4	10.6	7.0	15 05	14.6	10.8	7.2		
M 16	05 11	16.0	12.2	8.6	17 48	16.5	12.7	9.1	M 16	03 44	14.9	11.1	7.5	16 34	15.4	11.6	8.0		
TU 17	06 12	16.9	13.1	9.5	18 41	17.1	13.3	9.7	TU 17	05 03	15.8	12.0	8.4	17 38	16.3	12.5	8.9		
W 18	06 58	17.5	13.7	10.1	19 23	17.6	13.8	10.2	W 18	05 59	16.7	12.9	9.3	18 26	17.0	13.2	9.6		
TH 19	07 37	17.8	14.0	10.4	20 02	17.8	14.0	10.4	TH 19	06 42	17.3	13.5	9.9	19 05	17.4	13.6	10.0		
F 20	08 14	17.9	14.1	10.5	20 38	17.8	14.0	10.4	F 20	07 18	17.6	13.8	10.2	19 40	17.6	13.8	10.2		
SA 21	08 49	17.9	14.1	10.5	21 11	17.7	13.9	10.3	SA 21	07 53	17.7	13.9	10.3	20 14	17.7	13.9	10.3		
SU 22	09 21	17.7	13.9	10.3	21 42	17.5	13.7	10.1	SU 22	08 26	17.7	13.9	10.3	20 45	17.7	13.9	10.3		
M 23	09 50	17.3	13.5	9.9	22 06	17.0	13.2	9.6	M 23	08 57	17.7	13.9	10.3	21 12	17.6	13.8	10.2		
TU 24	10 14	16.7	12.9	9.3	22 29	16.3	12.5	8.9	TU 24	09 22	17.4	13.6	10.0	21 35	17.2	13.4	9.8		
W 25	10 38	16.0	12.2	8.6	22 52	15.5	11.7	8.1	W 25	09 43	17.0	13.2	9.6	21 55	16.7	12.9	9.3		
TH 26	11 05	15.2	11.4	7.8	23 25	14.7	10.9	7.3	TH 26	10 04	16.3	12.5	8.9	22 17	16.0	12.2	8.6		
F 27	11 46	14.4	10.6	7.0	—	—	—	—	F 27	10 30	15.6	11.8	8.2	22 48	15.2	11.4	7.8		
SA 28	00 16	14.1	10.3	6.7	12 47	13.9	10.1	6.5	SA 28	11 05	14.8	11.0	7.4	23 34	14.5	10.7	7.1		
									SU 29	—	—	—	—	12 03	14.2	10.4	6.8		
									M 30	00 46	14.1	10.3	6.7	13 29	14.1	10.3	6.7		
									TU 31	02 24	14.3	10.5	6.9	15 11	14.6	10.8	7.2		

Heights expressed in metres and decimals of a metre above outer sill level.

For B.S.T. add one hour.
B.S.T. from 16th March 1980 to 26th October 1980

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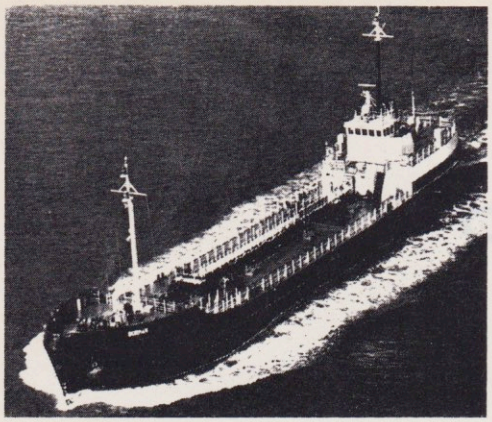

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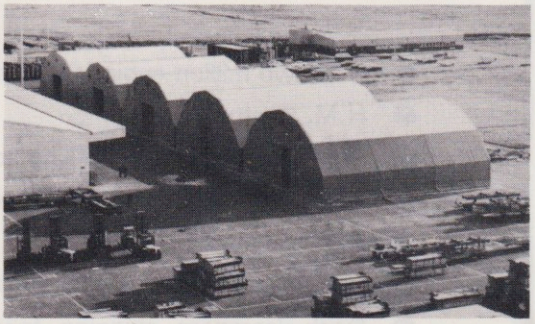

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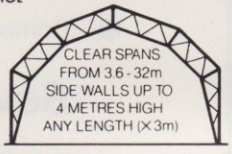

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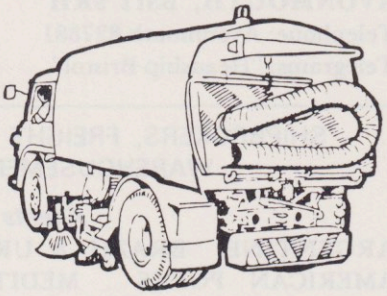

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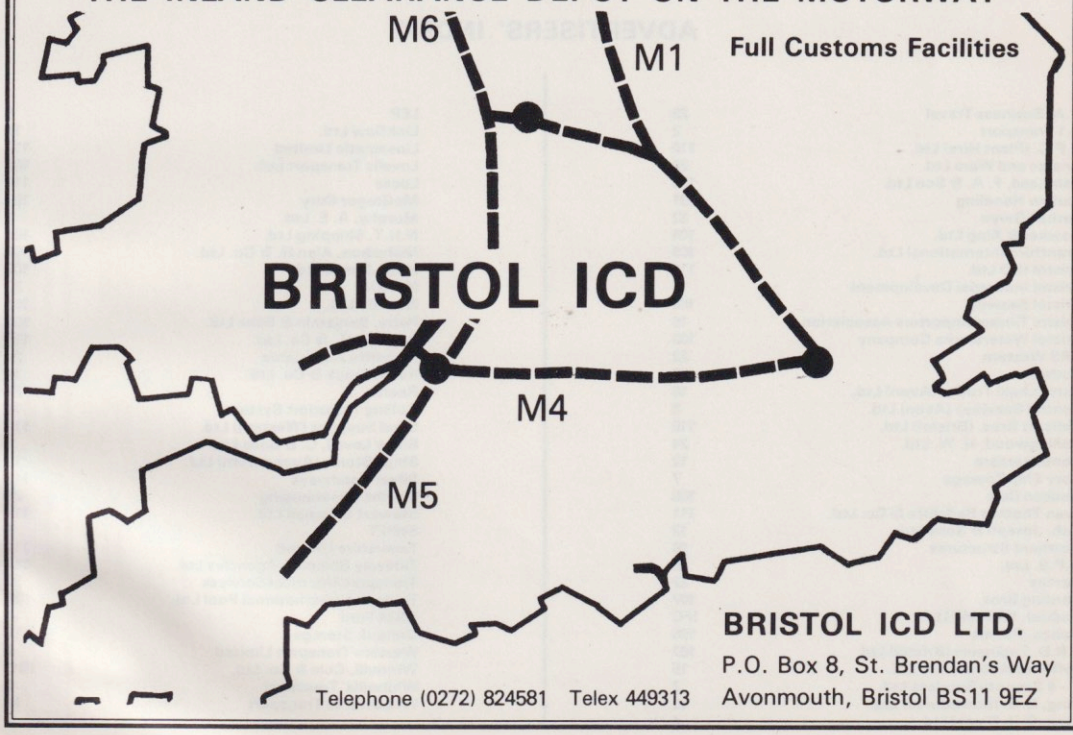

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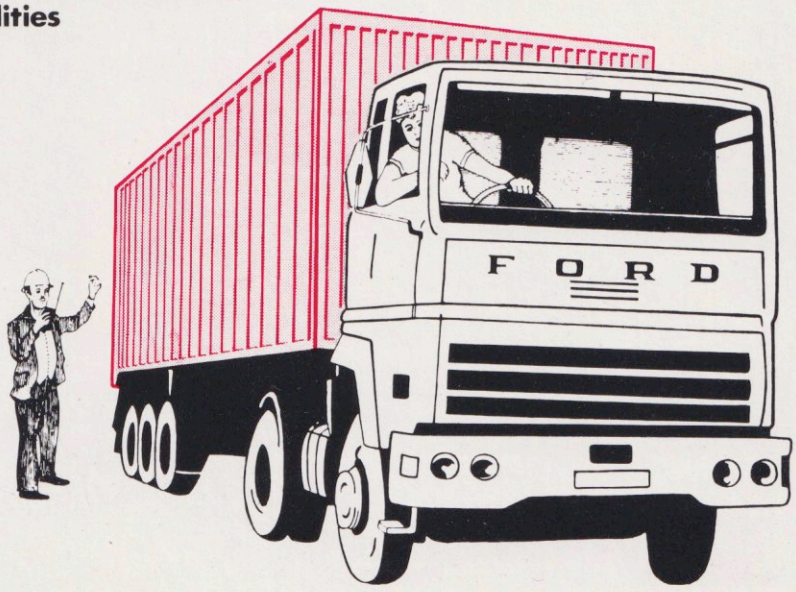

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